

Environmental Assessment

Scoping Meeting November 1, 2007



Albuquerque International Sunport
Environmental Assessment

Agenda

- **Introduction**
- **Scoping Process**
- **Environmental Assessment Process**
- **Proposed Actions and Purpose and Need**
- **Scoping Comments**
- **Next Steps**



What Is Scoping?

- **An Early and Open Process for Determining the Issues to be Addressed in the Environmental Assessment and Identifying the Issues Related to the Proposed Actions**
- **It is an Important Part of the EA Process that Includes the:**
 - ➔ *Public*
 - ➔ *Interested Agencies*
 - ➔ *Tribes*
 - ➔ *Airport Users*
- **The Process Helps Identify Available Technical Information**
- **It Includes Meetings, as well as Other Methods, to Allow the Easy Submittal of Comments, Concerns and Questions**



Purpose of Scoping

→ **Scoping Provides the Opportunity to Receive Input From Interested and Potentially Affected Parties in Order to:**

- *Identify Issues and Concerns to be Analyzed in the EA*
- *Identify and Eliminate Issues That Are Not Significant*
- *Identify Alternatives*
- *Scoping is NOT required by the National Environmental Policy Act (NEPA) for EA's – However, it helps identify issues early on in the process*



Scoping Process

- **STEP 1: Airport Sponsor Identifies the Project**
- **STEP 2: Agency and Public Scoping Meetings** (November 2007)
- **STEP 3: Scoping Comment Period** (Ends December 1, 2007)
- **STEP 4: Scoping Comments are Reviewed and Evaluated**
- **STEP 5: Comments are Considered within the EA**
- **STEP 6: Proceed with EA Analysis and Documentation**



Purpose of an EA

- **NEPA Requires the Examination of Environmental Effects Before Federal Action is Taken**
- **Under NEPA Guidance, an EA is a “Concise Document” that takes a “Hard Look” at Expected Environmental Effects of a Proposed Action**
- **The Responsible FAA Official uses the EA to meet the Requirements of NEPA as the basis for Recommending the issuance of a Finding of No Significant Impact (FONSI)**
- **Discloses Alternatives and Mitigation Measures for Potential Impacts to the Public, Agencies, and to the Decision Maker**
- **Allows Well-Informed Decisions to be Made**



EA Content

→ **The EA will Contain the Following Chapters:**

- *Purpose and Need*
- *Alternatives*
- *Affected Environment*
- *Environmental Consequences – of both the No Action and the Proposed Action*

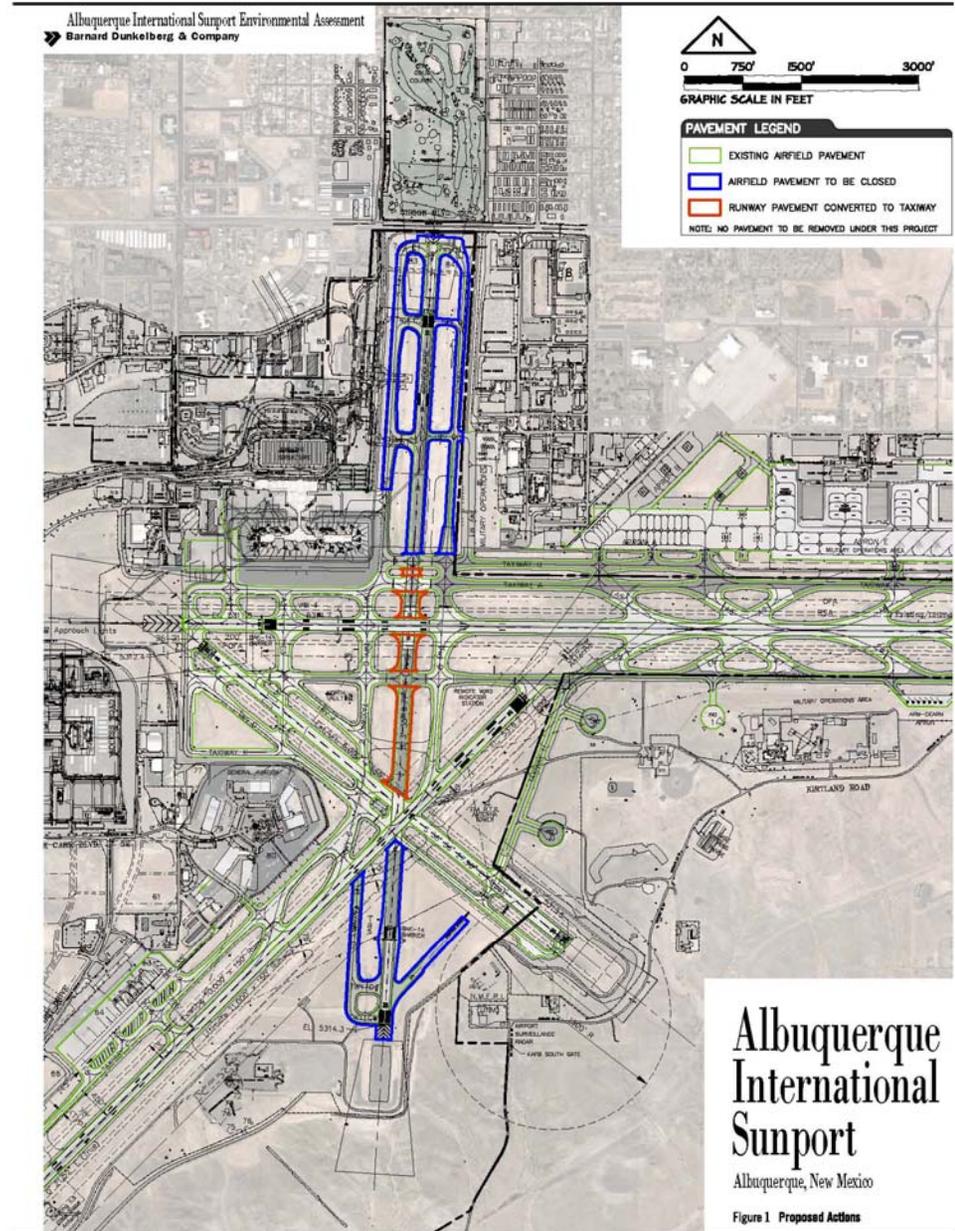


Proposed Actions at ABQ

- **Closure of Runway 17/35 and Associated Parallel and Connector Taxiways**
- **Conversion of a Portion of Runway 17/35 to a Taxiway**



Proposed Actions



Albuquerque
Environment

Purpose and Need for Proposed Actions

→ **To Increase Safety at the Airport**

- *Runway 17/35 intersects all three other runways*
- *More runway intersections generally means more runway incursions*

→ **To Increase the Efficiency of the Airport**

- *Studies indicated that the highest hourly capacity did not include 17/35*
- *FAA's Airport and Airspace Simulation Model (SIMMOD) indicated that increased use of Runway 17/35 would increase delays at the Airport*



Additional Considerations

✈ **Runway 17/35 is in POOR condition**

- *It would cost the Airport approximately \$20 million to rehabilitate the runway*
- *Currently it is used less than 2% of the time*
- *Need to justify the cost of rehabilitating runway*
- *But, as stated earlier, increased use of the runway results in a reduction of airport capacity*

✈ **Noise**

- *1999 Part 150 Noise Study recommended that Runway 17/35 be closed to reduce single event noise issues north of the Airport*



Alternatives to be Considered

- **Various Alternatives will be Considered**
- **Potential Alternatives to be Considered Include:**
 - *Closure of Runway 17/35*
 - *No Action Alternative*
 - ✓ The No Action Alternative here implies that the Runway would need to be rehabilitated in order to maintain its current operational level
 - *Shifting, Realigning, or Shortening Runway 17/35*
- **Prudent and Feasible Alternatives will be Carried Forward in the EA**



Environmental Consequences to be Considered

→ The Following Categories will be Evaluated According to FAA Order 1050.1E:

- *Air Quality*
- *Coastal Resources*
- *Compatible Land Use*
- *Construction Impacts*
- *Department of Transportation Act:
Section 4(f)*
- *Farmlands*
- *Fish, Wildlife, and Plants*
- *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*
- *Water Quality*
- *Wetlands*
- *Wild and Scenic Rivers*



Comments...We Want Your Input!

- **Oral Comments are Noted During Meetings**
- **Written Comments, Questions, and Concerns are Accepted**
 - *At Meetings*
 - *Via Email at spicou@cabq.gov*
 - *Via mail - Send To:*
 - ◆ Steven Picou – Environmental Manager
 - ◆ Albuquerque International Sunport
 - ◆ P.O. Box 9948
 - ◆ Albuquerque, NM 87119
- **Please Submit all Scoping Comments by December 1, 2007**



Next Steps

- **Consider all Scoping Comments** (End of formal scoping comment period: December 1, 2007)
- **Begin Developing Detailed Alternatives**
- **Collect Information**
- **Prepare Draft EA**
- **Make Draft EA Available for Public Review and Comment** (30 Day Public Comment Period)
- **Publish Notice of Availability of Draft EA and Opportunity for a Public Hearing**
- **Incorporate Comments into Final EA**



For Additional Information

→ **Steven Picou – Environmental Manager**

→ *Albuquerque International Sunport*

→ *Email: SPicou@cabq.gov*

→ **Ryk Dunkelberg – Project Manager**

→ *Barnard Dunkelberg & Company*

→ *Email: Ryk@bd-c.com*

→ **Ryan Hayes – Project Coordinator**

→ *Barnard Dunkelberg & Company*

→ *Email: Ryan@bd-c.com*

→ *303.825.8844*

→ **Kate Andrus – Environmental Planner**

→ *Barnard Dunkelberg & Company*

→ *Email: Kate@bd-c.com*



Thank You!



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