

Cuyahoga County Airport (CGF)

Environmental Assessment

Fact Sheet

Why do we need this project?

The runway and taxiway pavement at the airport need to be repaired. Preventive maintenance has been done for 30 years without any significant improvement projects. The average lifespan of a runway is 20 years. There is FAA funding available for runway repair projects but there are conditions. The airport does not currently meet FAA design standards for the RSAs, so the safety improvements are necessary for funding the runway repair project.

What was the recommendation of the 2010 Master Plan?

The preferred future alternative identified in the 2010 Airport Master Plan was Alternative 23. It was the preferred future alternative because it complies with FAA airport design standards while also having fewer impacts to the neighboring communities and the environment than other alternatives. The design of Alternative 23 converts an existing paved area to part of the runway. All runway improvements are located on the airport property and there is no road relocation. Alternative 23 also includes an Engineered Materials Arresting System (EMAS) at both ends of the runway to obtain the necessary Runway Safety Areas.

Which alternatives are being considered in the EA process?

The EA will consider 10 alternatives. Three will be administrative scenarios and seven will be alternatives from the 2010 Master Plan that meet the project's Purpose and Need. The administrative alternatives are: • No action, • New airport location, and • Use of another airport in the vicinity. The alternatives from the 2010 Master Plan are: • Alternative 15, • Alternative 16, • Alternative 17, • Alternative 18, • Alternative 19, • Alternative 23, and • Alternative 24. Alternative 23 was the preferred alternative in the 2010 Master Plan.

The numbering reflects those assigned during the master planning when a total of 40 alternatives were developed. The alternatives can be found on the project website at www.cuyahoga-airportEA.com. Select "Alternatives" on the project information page. The alternatives will also be on display at the two open house events.

What happens after the initial review process?

Public Open House #2 will invite public input as part of selecting the preferred alternative. Then, one alternative will be selected as the preferred alternative for the EA. Once the preferred alternative is identified, the EA will conduct a detailed analysis following the NEPA process.

Will the EA address airport noise?

The EA will evaluate all potential environmental impacts related to the project as required by NEPA, including but not limited to: air quality, compatible land use, floodplains and wetlands, historic resources and archeology, noise, social impacts, and water quality. The Airport is aware of the noise sensitivity of their neighbors. Any current questions and concerns about operational noise should be directed to the Cuyahoga County Airport via email at: [ccairport@cuyahogacounty.us](mailto:cairport@cuyahogacounty.us) or by calling (216) 289-4111. For more information about the Noise Abatement Council, visit the Airport's webpage: <http://development.cuyahogacounty.us/en-US/noise-abatement-council.aspx>.

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What's happening at the Airport?

The Cuyahoga County Airport (CGF) is beginning an Environmental Assessment (EA) process. This is the next step in evaluating the runway safety area (RSA) improvements identified in the 2010 Airport Master Plan. The project is expected to take approximately 18 months to complete.

Public participation is an essential part of the EA project. The Federal Aviation Administration (FAA), the County and the consulting team are committed to keeping two-way communication lines open. To this end, the project includes both print and electronic media tools plus two open houses and a public hearing over the course of the project.

What is an Environmental Assessment (EA)?

An EA is a process required by the National Environmental Policy Act (NEPA) for almost all federal agencies in the executive branch (including the FAA) before they make final decisions about federal actions that could have environmental effects.

A *Citizen's Guide to the NEPA* is available online and is a good resource for more information. Find it at: http://ceq.hss.doe.gov/nepa/Citizens_Guide_Dec07.pdf

How to be involved and get up-to-date project information:

- **Visit the project website** www.cuyahoga-airportEA.com: The website has current information and offers a comment option.
- **Sign up for electronic project updates:** Sign up on the project website for monthly updates
- **Like us on Facebook:** A Cuyahoga County Airport Facebook page is under construction.
- **Read the project newsletters:** Project newsletters will be available at the Airport and at local public buildings (City Hall, library, etc.) and electronically on the project website before each public meeting.
- **Attend public meetings:**
 - Open House #1: Project overview and visit with the project team. (Date: February 27, 2013)
 - Open House #2: Before a preferred alternative is selected. (Tentative time: Fall 2013)
 - Public Hearing: Provide input on the complete draft EA. (Tentative time: Spring 2014)
- **Provide written comments:** In addition to the contact option on the website, written comments can be made at all public meetings. Also, written comments can be mailed at any time to the Cuyahoga County Airport (26300 Curtiss Wright Parkway, Richmond Heights, OH 44143).

Postage
Here

Mead & Hunt, Inc.
2605 Port Lansing Road
Lansing, MI 48906
Attn: Cuyahoga County Airport EA

Feedback Form Environmental Assessment Open House #1

Name: _____

Address: _____

City, State, Zip: _____

e-mail: _____

Your comments and questions:



Mead
& Hunt

2012

2013

2014

10/2012: Project Begins

01/2013: Project Website Goes Live

02/2013: First Open House

Spring & Summer 2013: Analysis of Impacts and Alternatives

Fall 2013: Second Open House

Winter 2013: Preferred Alternative Selected

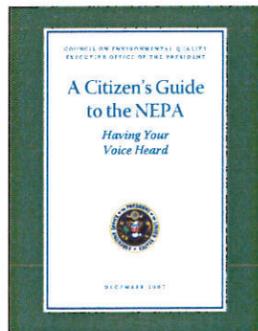
Spring 2014: Public Hearing on Draft EA

Spring 2014: 30-Day Public Review on Draft EA

Summer 2014: FAA EA Determination

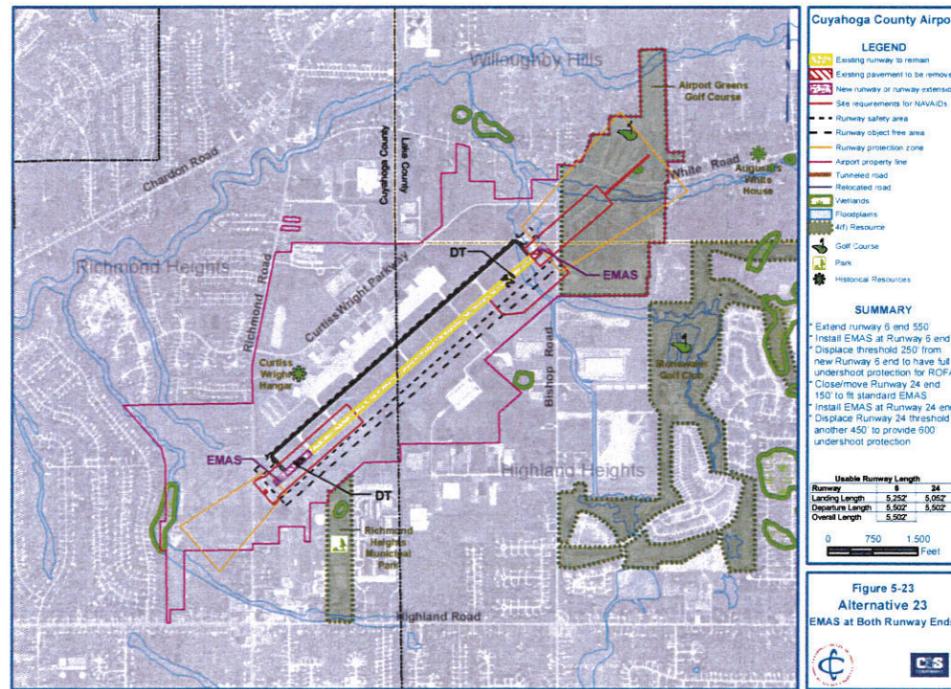
Want to Know More About NEPA?

A Citizen's Guide to the NEPA, Having Your Voice Heard is a guidebook to help citizens understand how to participate in the NEPA process. It is available online and a link is provided from the project website.



A Citizen's Guide to the NEPA Says...

Comments may be the most important contribution from citizens. Accordingly, comments should be clear, concise, and relevant to the analysis of the proposed action...Comments that are solution oriented and provides specific examples will be more effective than those that simply oppose the proposed project. (p27)



2010 MASTER PLAN PREFERRED ALTERNATIVE

The preferred alternative of the 2010 Airport Master Plan was Alternative 23 (pictured above). Alternative 23 uses EMAS at both runway ends and displaced thresholds for landing aircraft at both runway ends. It provides 5,500 feet of runway pavement and requires no road realignments. Alternative 23 was selected from the 40 different alternatives developed for the Master Plan. Public participation had a direct impact on the Master Plan's outcome.

Even though there was a preferred alternative selected for the 2010 Master Plan, the EA is a separate process. A preferred alternative will be identified using the evaluation criteria required by NEPA and as implemented by the FAA for airport actions. The EA will consider a range of prudent and feasible alternatives that can meet the project's Purpose and Need. The EA provides an independent, objective analysis of the environmental, social and economic impacts of the project.

During the first phase of this project, 10 alternatives can be considered. Three are administrative scenarios and seven are "build alternatives" from the 2010 Master Plan. All of the alternatives being considered in the EA are listed on the project website and will be on display at the January 27th open house event.

Public input is an essential part of the EA project. Public input and participation is encouraged during the two project open houses and the public hearing.

The first open house is scheduled for February 27, 2013. The second open house is expected in the fall of 2013. Both events will be an opportunity for public comment before a preferred alternative is selected. One public hearing is expected in the spring of 2014 to comment on the complete draft EA.

Public input is an indicator of the social impact of any alternative being considered and is a major factor when selecting a preferred alternative. In addition to the open houses and public hearing, the project website has a comment box available 24/7 and written comments can be mailed at any time to the Cuyahoga County Airport (26300 Curtiss Wright Parkway, Richmond Heights, OH 44143).



WHAT ABOUT NOISE?

The EA will evaluate potential environmental impacts related to the preferred alternative as required by NEPA, including but not limited to: air quality, compatible land use, floodplains and wetlands, historic resources and archeology, **noise**, social impacts, and water quality.

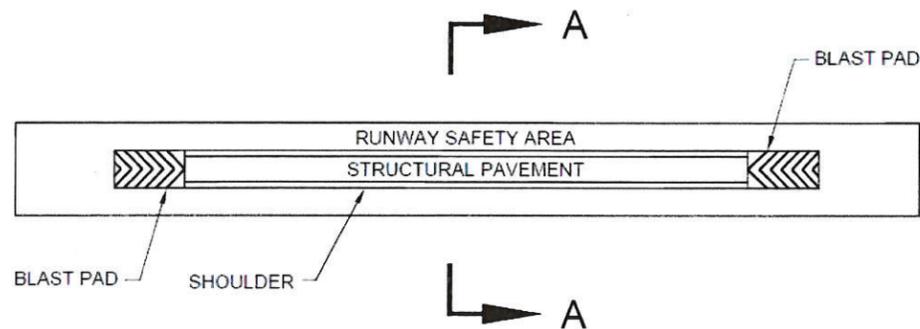
The Airport is aware of the noise sensitivity of their neighbors. Any current questions and concerns about operational noise should be directed to the Cuyahoga County Airport via email at: ccairport@cuyahogacounty.us or by calling (216) 289-4111.

The Noise Abatement Council meets quarterly and provides a forum for the discussion and analysis of aircraft noise issues. For more information, visit the Airport's webpage.



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Newsletter V.1



RUNWAY SAFETY AREA

Runway Safety Area (RSA): A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. (Advisory Circular 150/5300-13A)

The specific dimensional requirements for an RSA at the Cuyahoga County Airport are 1,000 feet beyond each runway end and 500 feet wide—250 feet on both sides of the runway centerline. In addition, the FAA requires that the RSA be designed and maintained to provide a surface area that can support snow removal equipment, aircraft rescue and firefighting equipment, and the occasional passage of aircraft. This means the RSA must be clear of objects, smoothly graded and well-drained. Some airspace clearance requirements are also associated with RSA standards.

WELCOME TO THE CUYAHOGA COUNTY AIRPORT EA PROJECT SITE...

The website is the best place to find current project information.

- » The home page is the starting place and has previews of the latest news from the blog.
- » The contact page is a 24/7 option for sending comments and questions to the project team.
- » The project information page is a project reference library with documents and links, alternatives and NEPA information.
- » The blog page has the latest news and information.
- » The public participation page has information about public meetings.
- » The FAQ page will have answers to the most often asked questions.

The Purpose and Need of the project is to provide 5,500 feet of usable runway length for takeoff in either direction and to establish compliant Runway Safety Areas per FAA requirements.

ENVIRONMENTAL ASSESSMENT OVERVIEW

The National Environmental Policy Act (NEPA) process is used to determine whether a proposed action—in this case the runway improvement—will have significant environmental effects. In addition to direct environmental impacts, the NEPA process considers the related social and economic effects.

The NEPA process begins with an Environmental Assessment (EA) unless the proposed action is known to have “minor” or “significant” impacts. The Cuyahoga County Airport runway improvement project has started through the EA process. It will involve public outreach and public involvement throughout the project.

PAVEMENT CONDITIONS

Since 2006, the Cuyahoga County Airport manager and other county staff members have been working diligently to acquire grant funding to improve the Airport's infrastructure. Last year, taxiway and apron improvements were completed and now the focus has shifted to runway improvements. The runway and some taxiway pavements at the airport need to be repaired.



There is FAA funding available for runway repair projects but there are conditions, such as meeting current FAA design standards. The airport does not currently meet FAA design standards for the Runway Safety Areas (RSAs) so the safety area improvements are necessary as part of the FAA funding of the runway repair project.

First Open House!

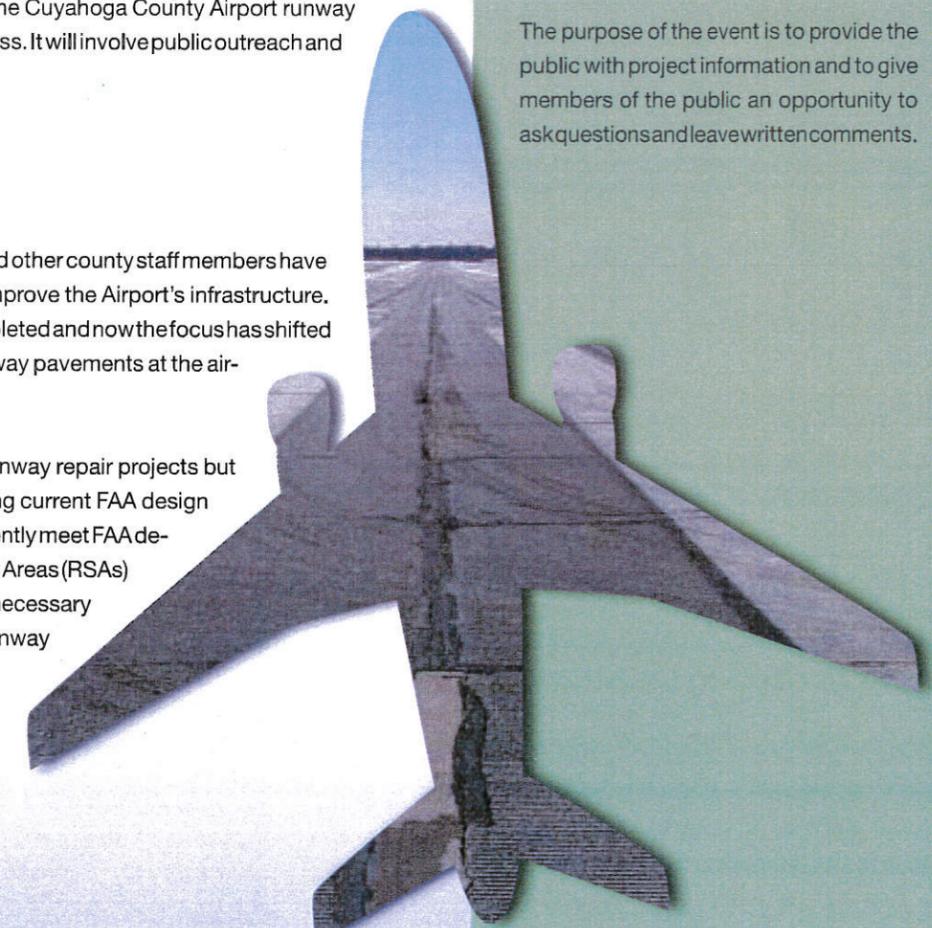
Wednesday, February 27, 2013

3:30 to 7:30 PM

Cuyahoga County Airport
26180 Curtiss Wright Parkway
Richmond Heights, OH 44143

The open house is a “drop in” event—there is no formal presentation scheduled so attendees may arrive any time between 3:30 and 7:30 PM. The event is open to the public and all interested parties are encouraged to attend.

The purpose of the event is to provide the public with project information and to give members of the public an opportunity to ask questions and leave written comments.



EMAS

The preferred alternative from the 2010 Airport Master Plan uses the installation of engineered materials arresting systems (EMAS) at both runway ends. EMAS uses crushable concrete placed at the end of a runway to stop an aircraft that overruns the runway. The tires of the aircraft sink into the lightweight concrete and the aircraft is decelerated as it rolls through the material.

Currently, EMAS is installed at 63 runway ends at 42 airports in the United States. To date, there have been eight incidents where EMAS has safely stopped overrunning aircraft with a total of 235 crew and passengers aboard those flights.

