What is an Environmental Impact Statement (EIS)?

- Conducting an EIS is required under the National Environmental Policy Act of 1969 (NEPA) for all “major federal actions.”

- Major federal actions are defined by the Council on Environmental Quality (CEQ), regulations as “actions with effects that may be major and which are potentially subject to Federal control and responsibility.”

- FAA’s approval of an Airport Layout Plan (ALP) and federal funding of airport improvements are federal actions.

- An EIS is a document that objectively describes a federal project and its potential effects on the natural and human environment. The EIS process can also be used to provide base information for the environmental permitting process required by federal and state agencies.

- The FAA intends to prepare an EIS to study the environmental impacts that may occur as a result of proposed improvements at ORF.

Project Team Roles and Responsibilities

Federal Aviation Administration

- Conducts environmental analysis, public outreach and coordination with other agencies
- Ensures compliance with applicable environmental laws and regulations
- Prepares EIS documents
- Approves or disapproves documents and federal actions
- Prepares Record of Decision on federal actions

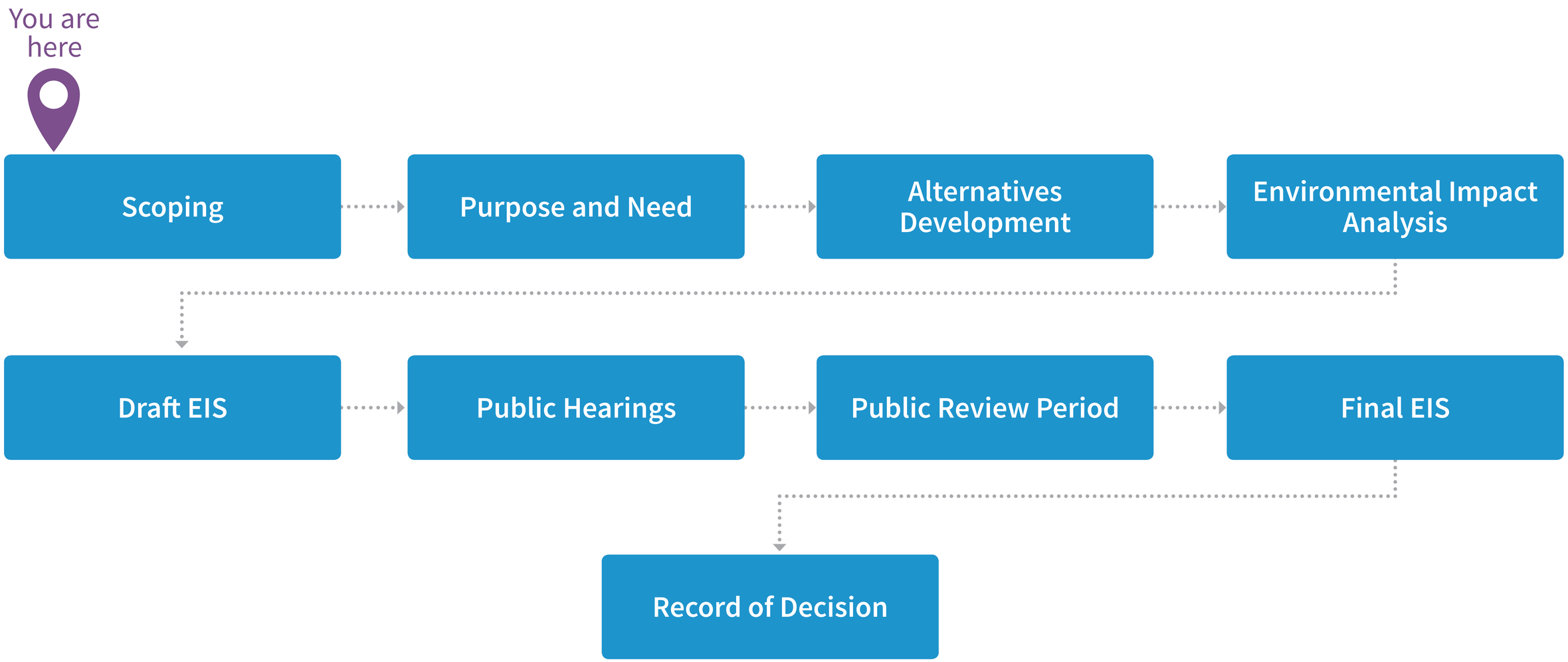
EIS Consultant Team

- Provides technical expertise and staff to assist FAA in carrying out its responsibilities

Norfolk Airport Authority

- Owns and operates the Airport
- Sponsor of proposed project
- Provides data and information to assist FAA in carrying out its responsibilities

EIS Process


You are here
Scoping
Purpose and Need
Alternatives Development
Environmental Impact Analysis
Draft EIS
Public Hearings
Public Review Period
Final EIS
Record of Decision

Scoping Period Outreach

ORF EIS
Norfolk International Airport
Environmental Impact Statement

Public Scoping Meetings

› July 22-23, 2015 (Virginia Beach and Norfolk)

Agency Scoping Meeting

› July 22, 2015 at Norfolk International Airport

Public Notifications

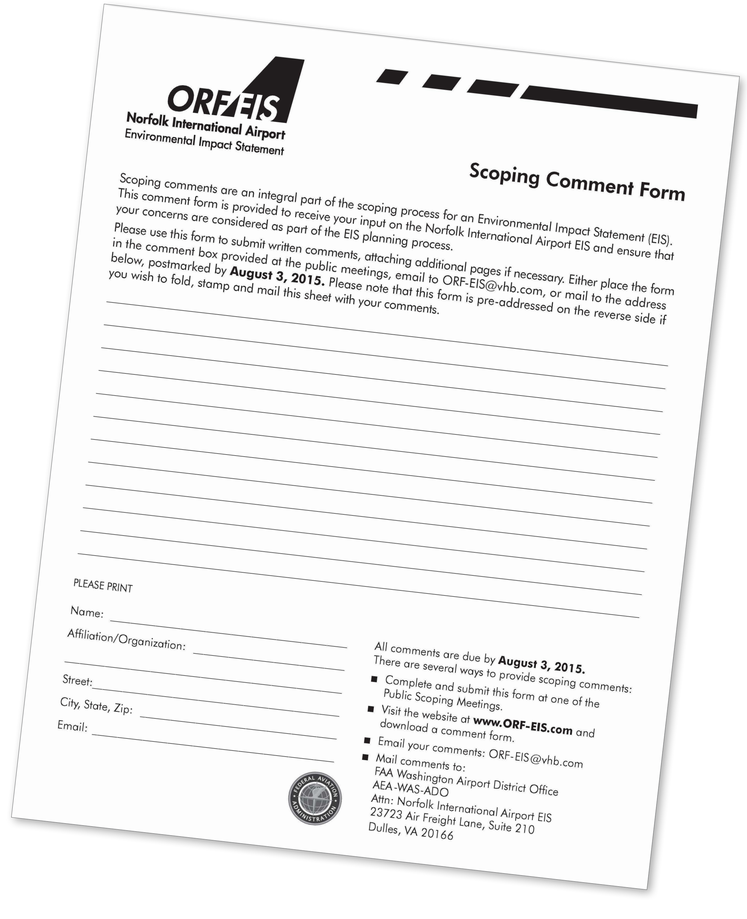
› Federal Register notice
› Email notices
› Postcards
› Press Release/Media Advisory
› Legal ads and regular ads
  • Virginian Pilot
  • New Journal and Guide
  • Daily Press
  • Tidewater Hispanic
› Local Public Information Officer (PIO) outreach
› Boards at local facilities (libraries, community centers, etc.)

Project website: www.orf-eis.com

Contact: orf-eis@vhb.com or mail to

FAA Washington Airport District Office-AEA-WAS-ADO
Attn: Norfolk International Airport EIS
23723 Air Freight Lane, Suite 210 | Dulles, VA 20166

Scoping Comment Period ends
August 3, 2015



ORF EIS
Norfolk International Airport
Environmental Impact Statement

Scoping Comment Form

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PLEASE PRINT

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Affiliation/Organization:

Street:

City, State, Zip:

Email:

All comments are due by **August 3, 2015.**
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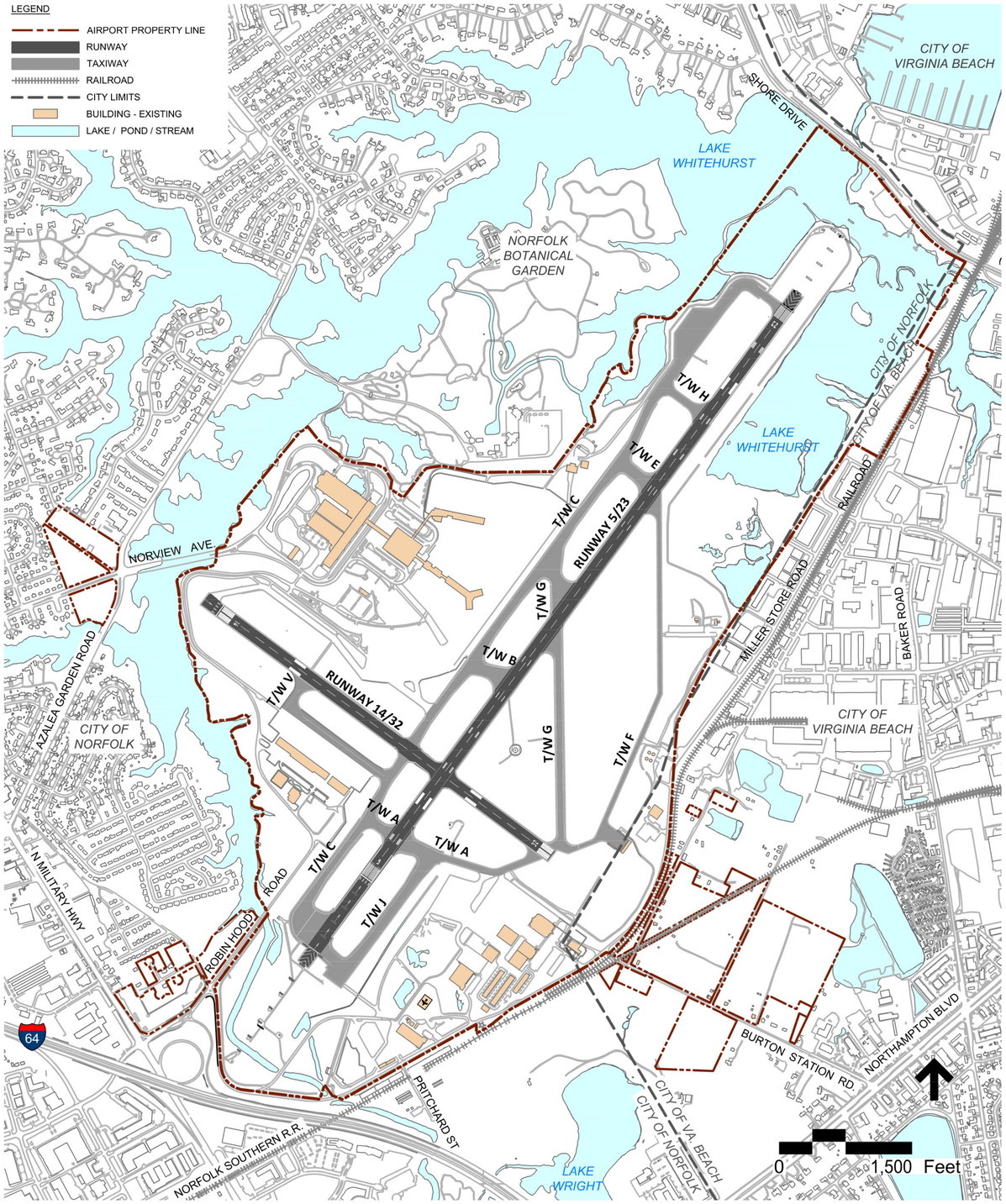
- Mail comments to:
  FAA Washington Airport District Office
  AEA-WAS-ADO
  Attn: Norfolk International Airport EIS
  23723 Air Freight Lane, Suite 210
  Dulles, VA 20166

Existing Facilities



Airfield configuration

Vehicular access routes

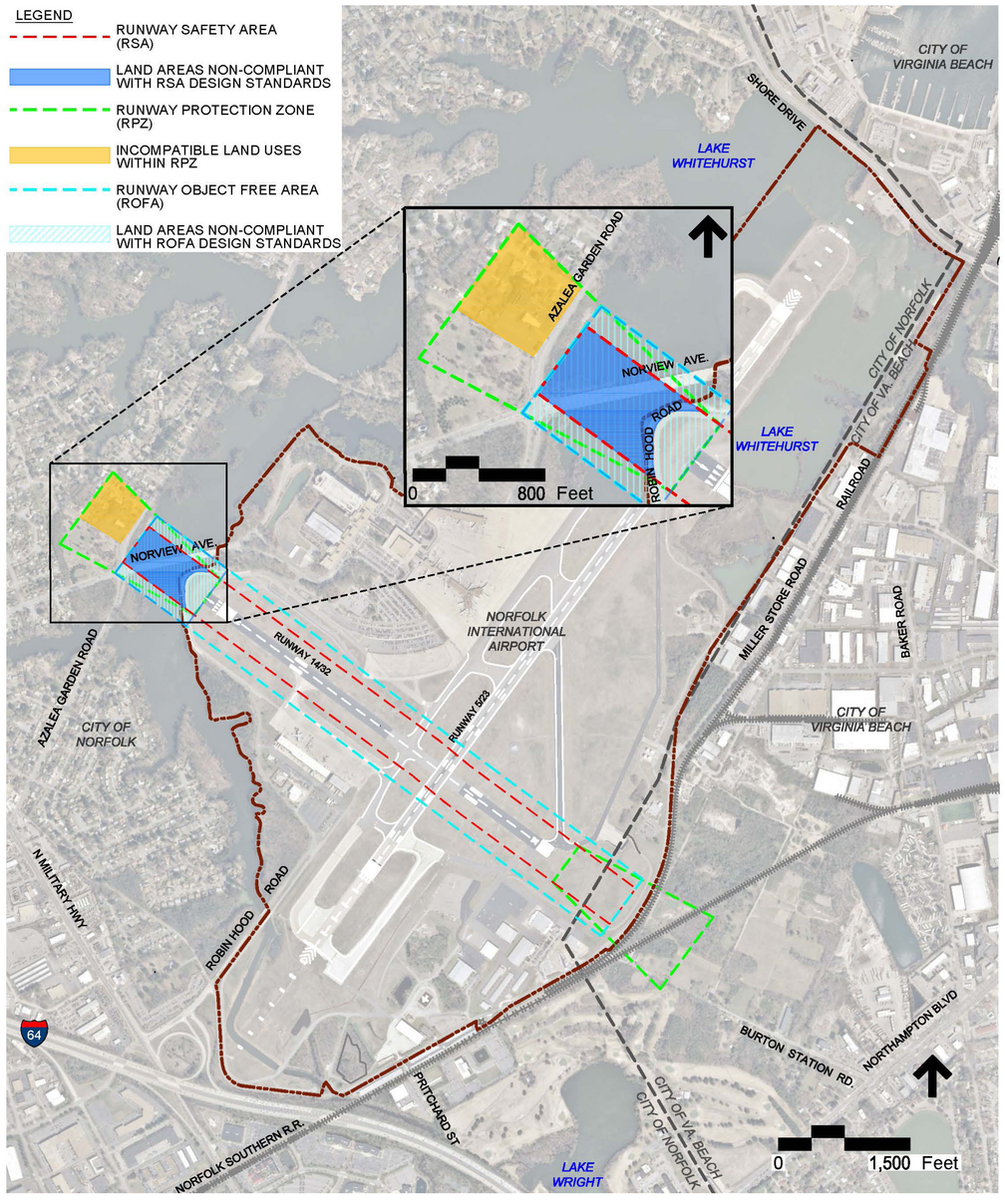
Limitations and Deficiencies

Runway 14/32 does not meet the FAA design standards, including:

Runway Safety Area (RSA), which is designed to provide additional safety in the event an aircraft leaves the runway.

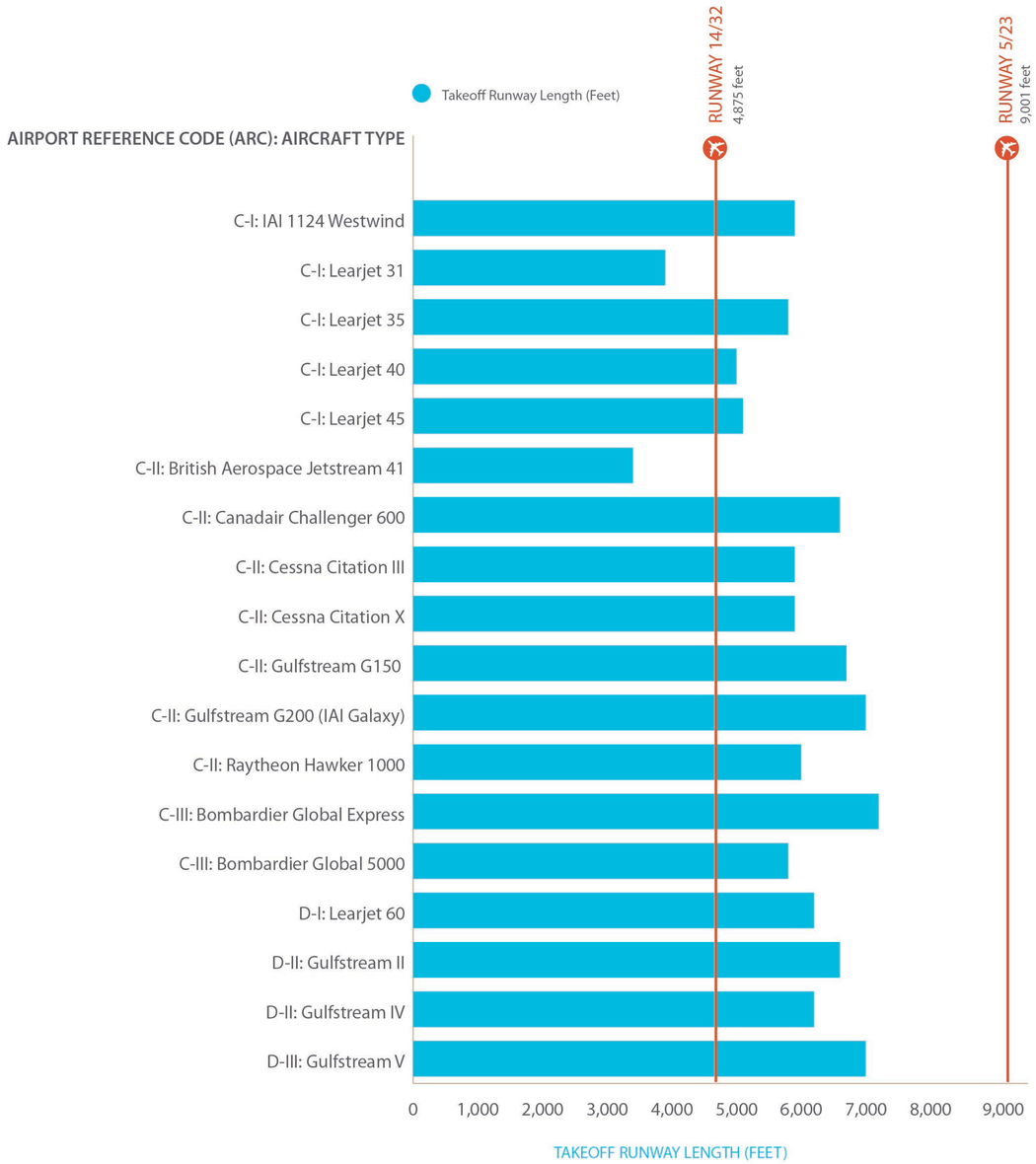
Runway Protection Zone (RPZ), which is the area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground.

Runway Object Free Area (ROFA), which is designed to provide an area clear of objects surrounding the runway.



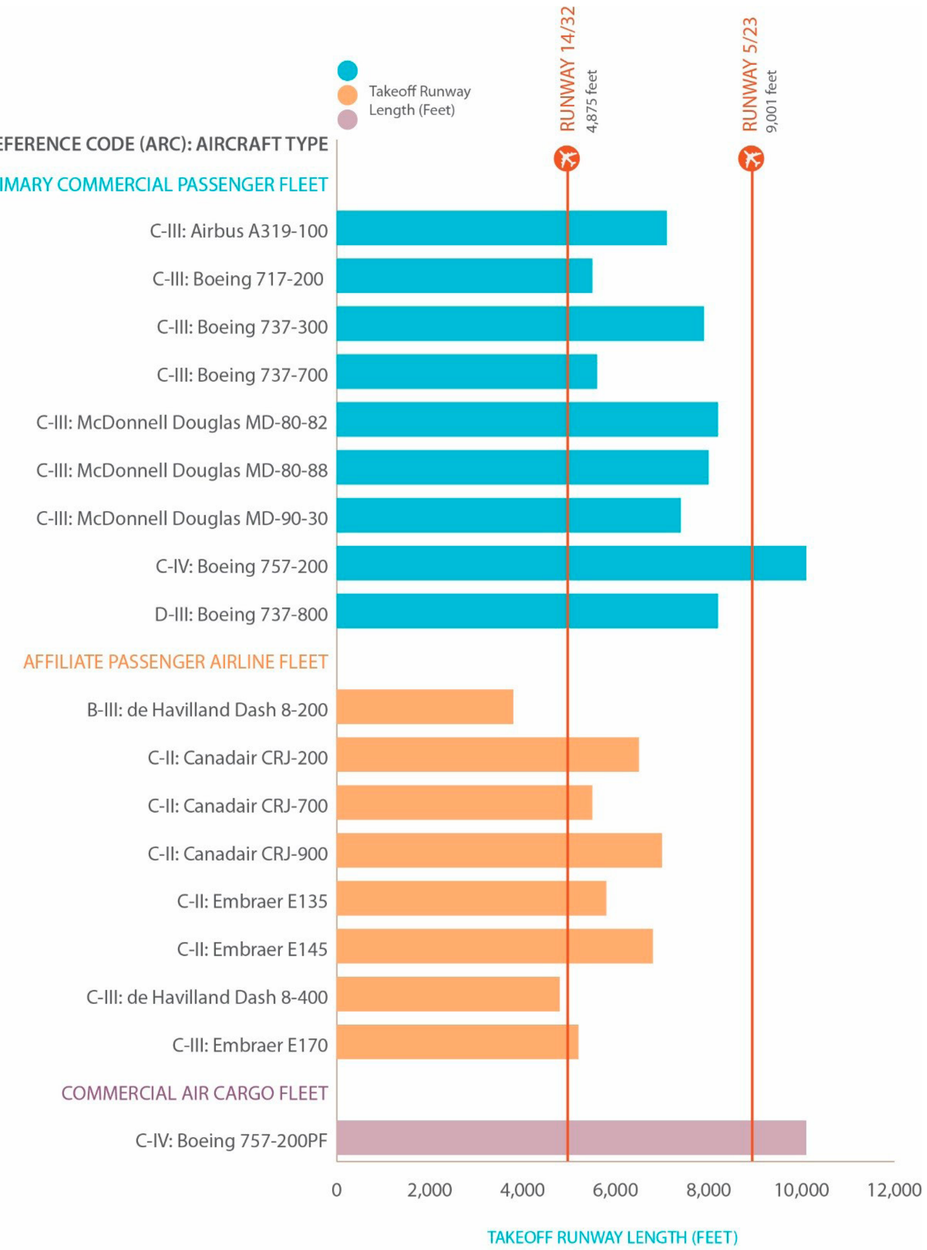
Limitations and Deficiencies

Current airfield configuration limits operational efficiency, safety, and flexibility due to the secondary runway length and challenges in taxiing from the airfield layout.



Source: Aircraft manufacturer specifications and/or other reasonably available sources.
Compiled by VHB Team, 2014.

General Aviation Runway Length Requirements

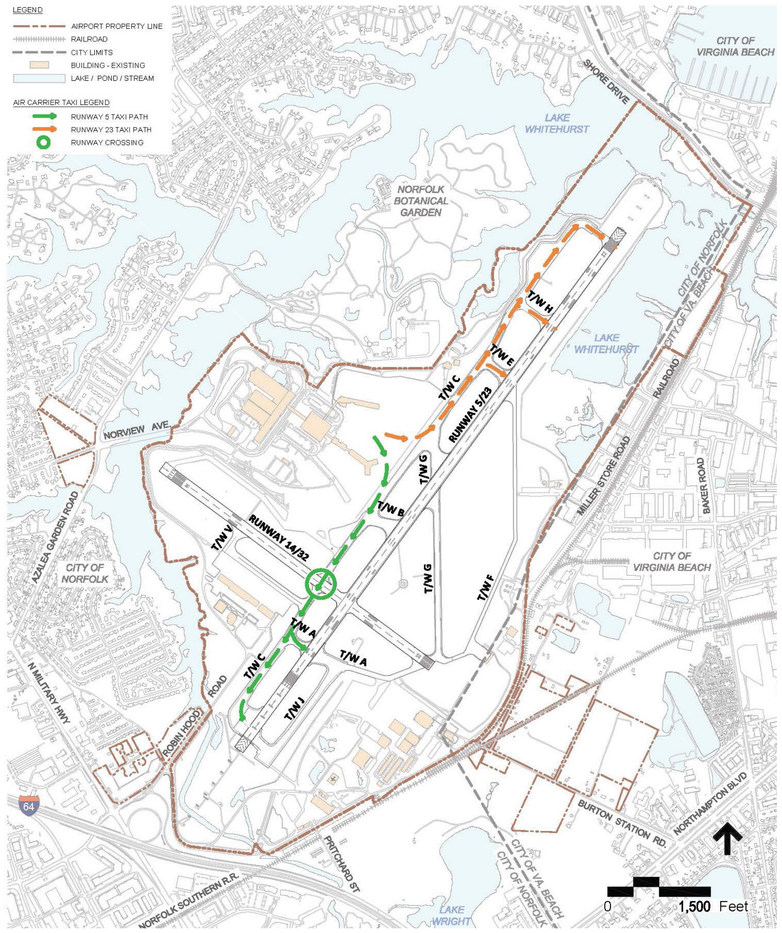


Source: Individual Aircraft Manufacturer Airport Planning Manuals. Compiled by VHB Team, 2014.

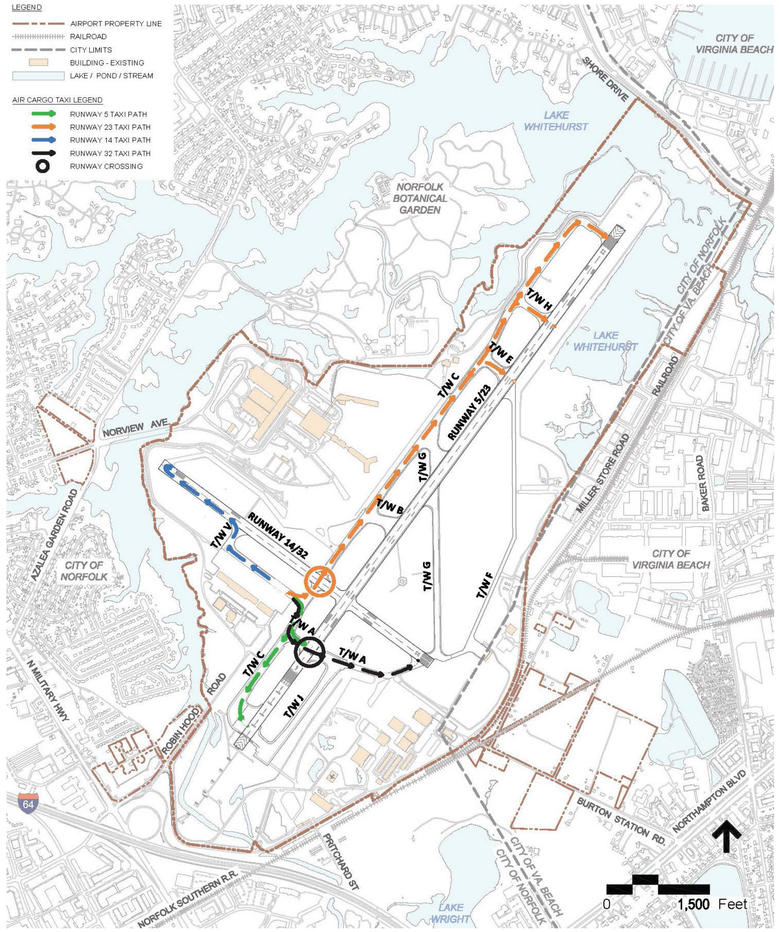
Commercial Aircraft Runway Length Requirements

Limitations and Deficiencies

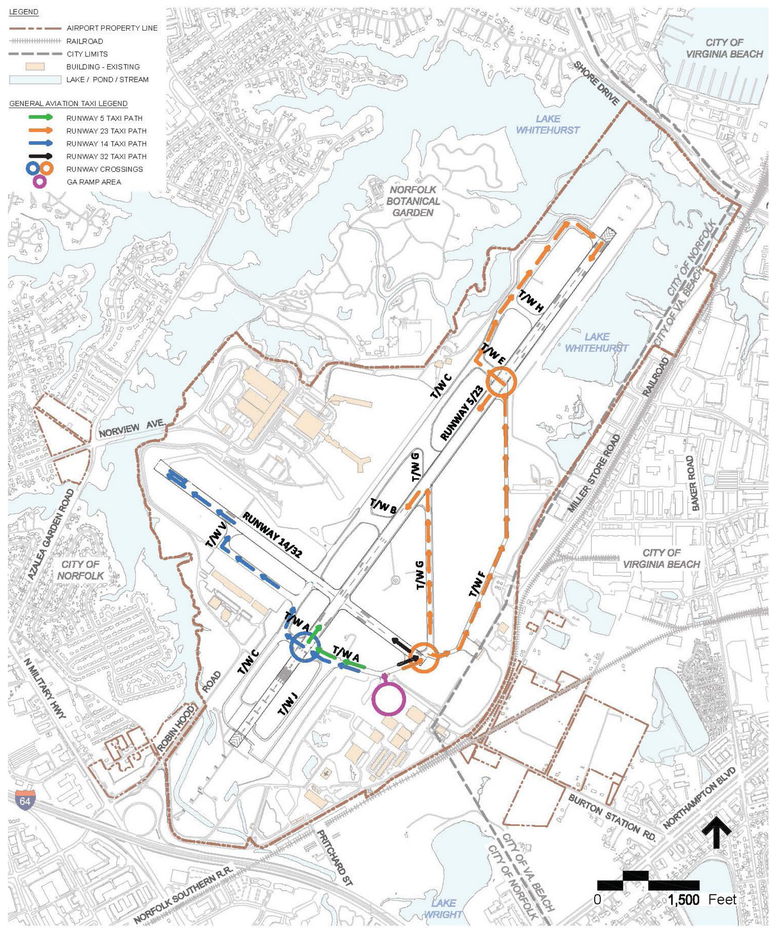
Current airfield configuration limits operational efficiency, safety, and flexibility due to the secondary runway length and challenges in taxiing from the airfield layout.



Air Carrier



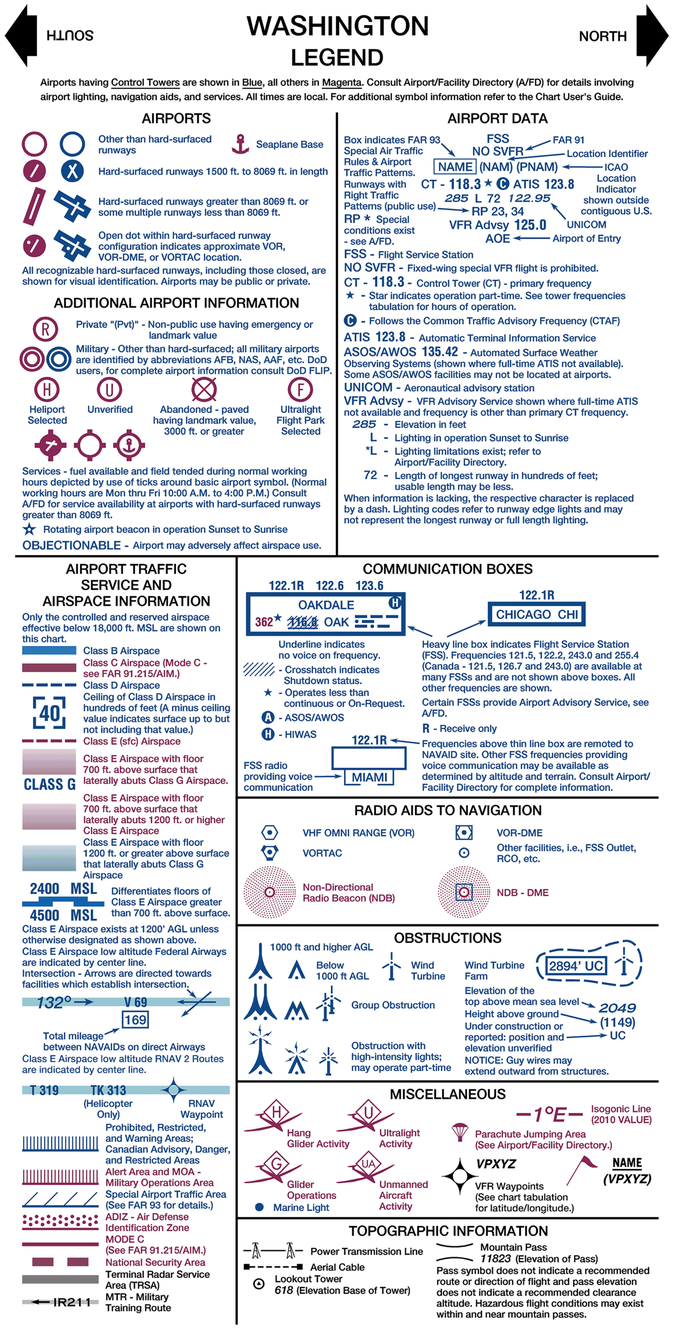
Air Cargo



General Aviation

Limitations and Deficiencies

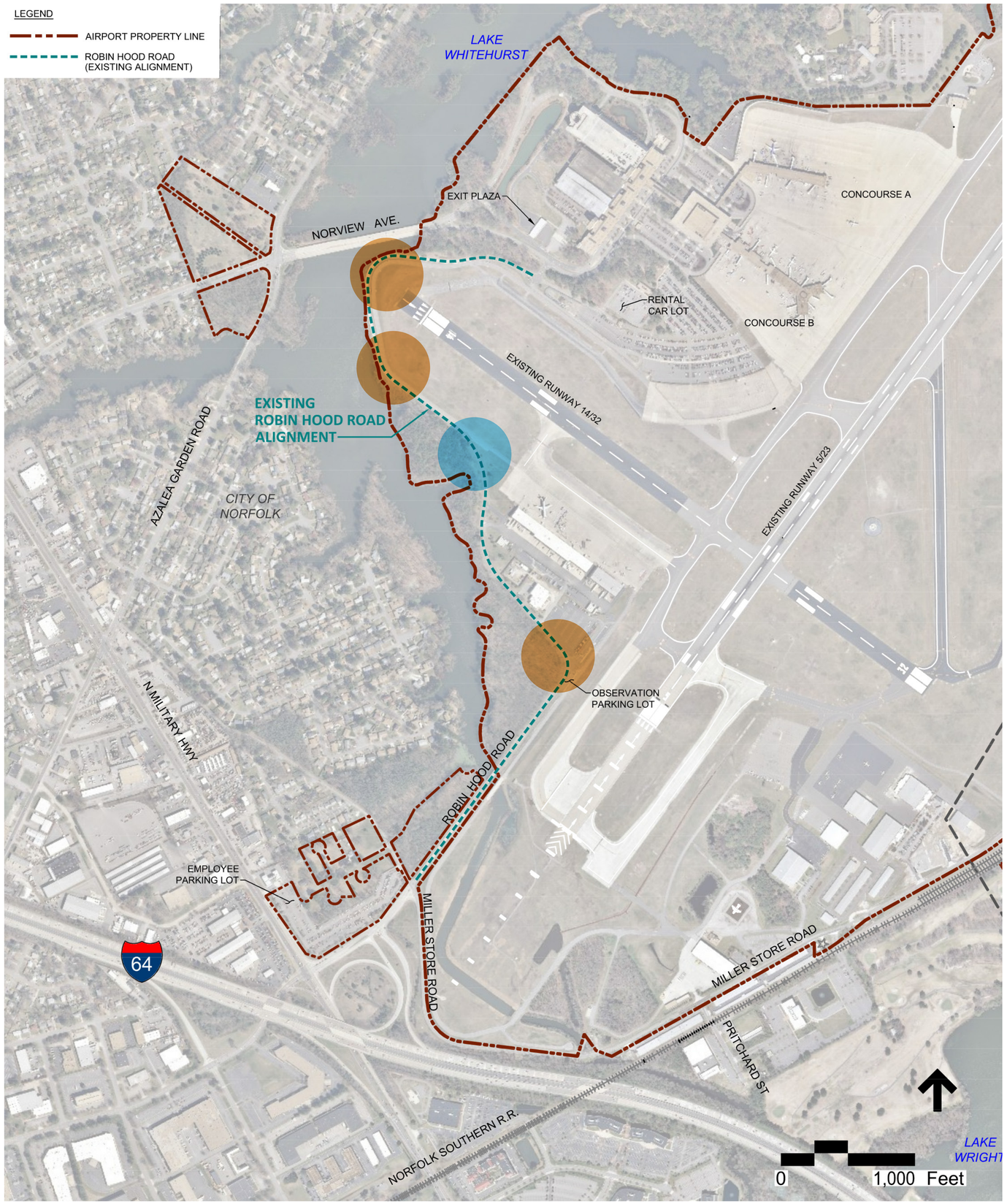
Complex airspace associated with surrounding military facilities surrounds the Airport.



Limitations and Deficiencies

The secondary southern access to the Airport, Robin Hood Road, has safety and functional deficiencies.

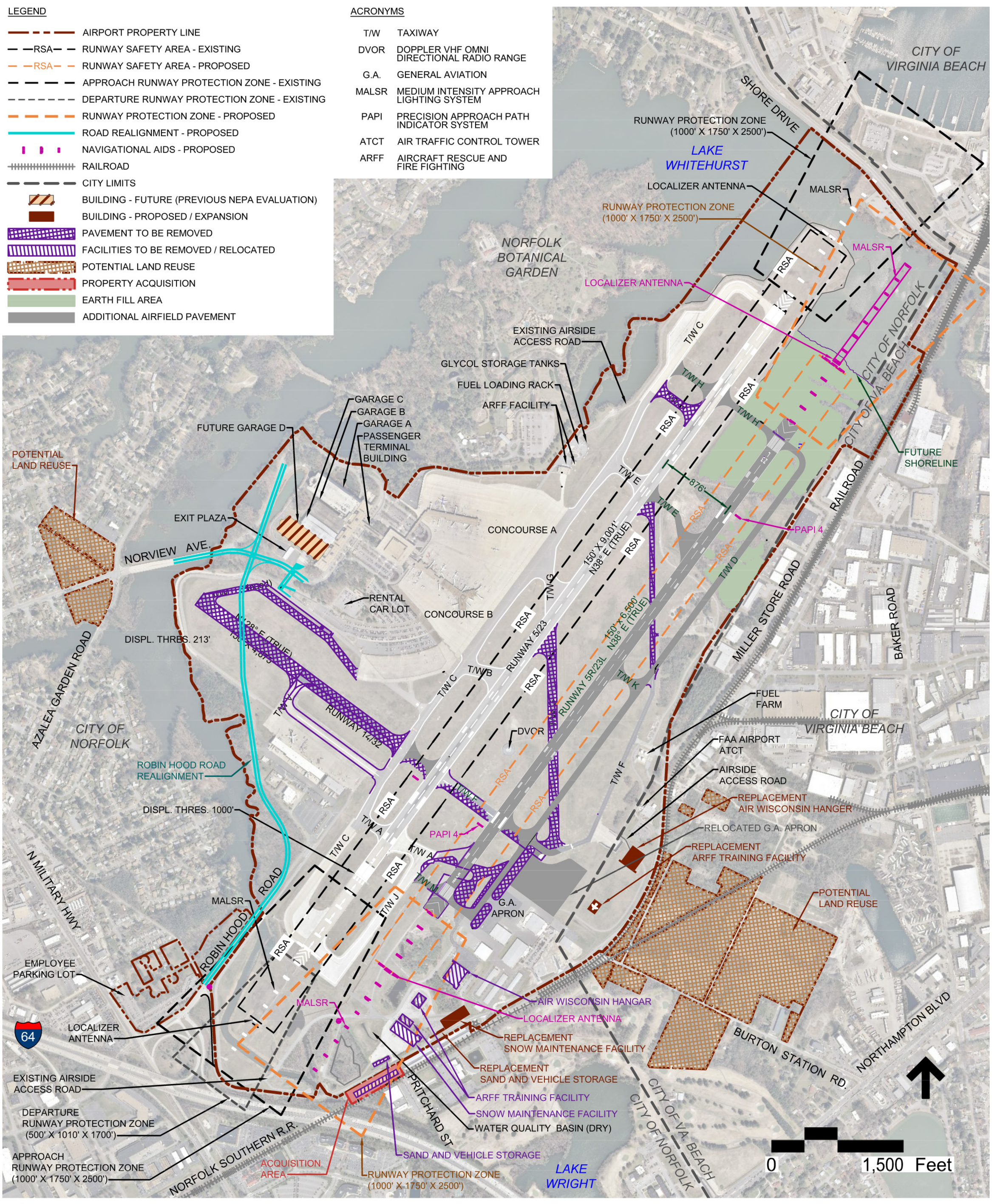
- Does not meet minimum sight distance due to obstructions
- Does not meet minimum radii and sight distance requirements



Draft Purpose and Need

- To meet relevant FAA airfield safety standards and enhance airfield safety without reducing runway availability;
- To enhance operational efficiency and maintain airfield utility while considering surrounding airspace and the Airport's critical design aircraft; and,
- To provide a safe, efficient southern vehicular access, on Airport property, to the passenger terminal area.

Sponsor's Proposed Project



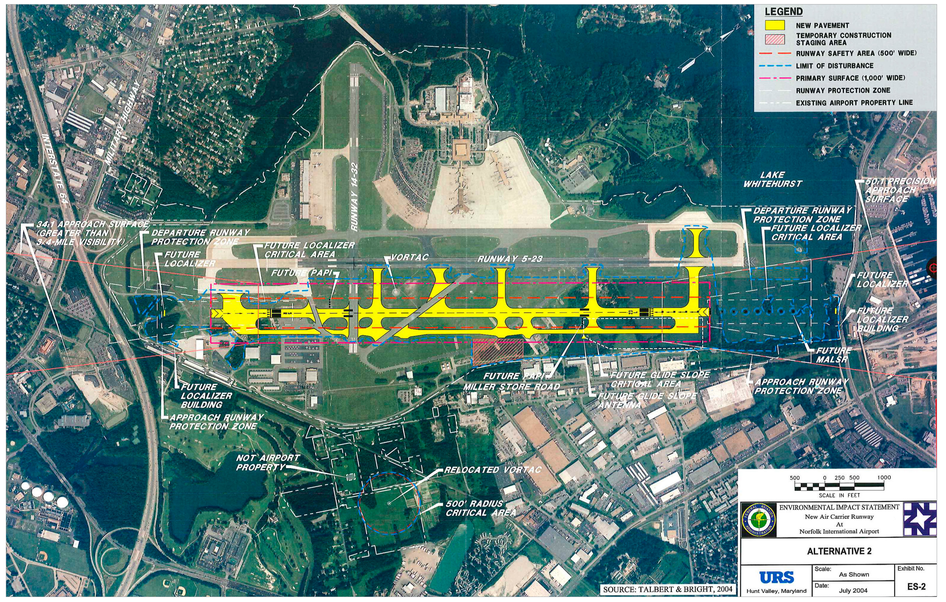
Previous Planning Efforts

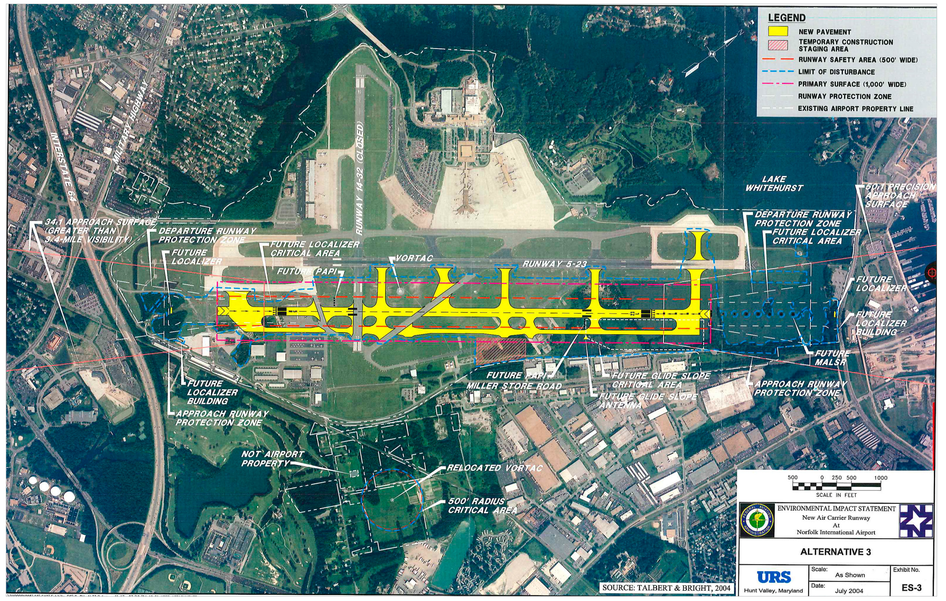
- The FAA started an EIS process earlier and briefly issued a Draft EIS before it was withdrawn in 2004.
- The Norfolk Airport Authority has conducted additional planning after the withdrawn Draft EIS and prior to the start of this EIS, including:
  - Master Plan Update (2008)
  - Justification for Proposed Runway 5R/23L (2009)
- The Authority developed and evaluated project alternatives during these past planning efforts.
- The FAA will conduct an independent alternatives identification and screening process as part of this EIS.

Withdrawn Draft EIS (2004)

Need for Proposed Improvements in Withdrawn Draft EIS (2004)

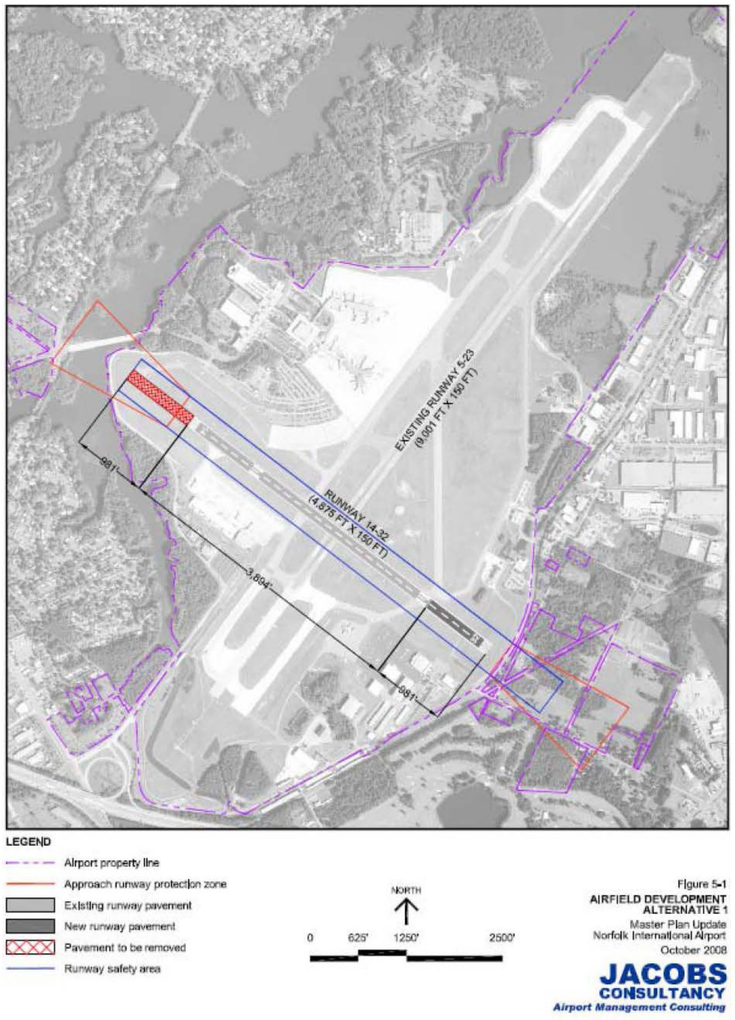
- An airfield system that can accommodate staggered simultaneous independent operations when Visual Flight Rules (VFR) conditions exist;
- An airfield with an Airport Reference Code of D-IV while providing redundant air carrier approaches for C-IV aircraft; and
- Runway Safety Areas that are in compliance with FAA design criteria



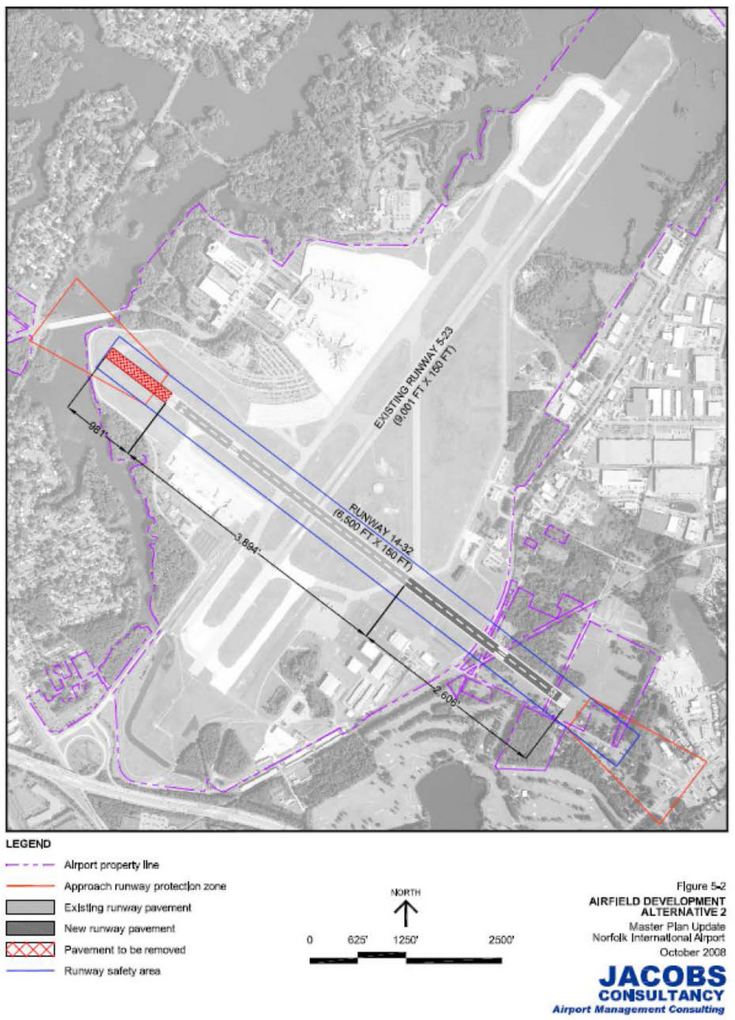


Master Plan Update (2008)

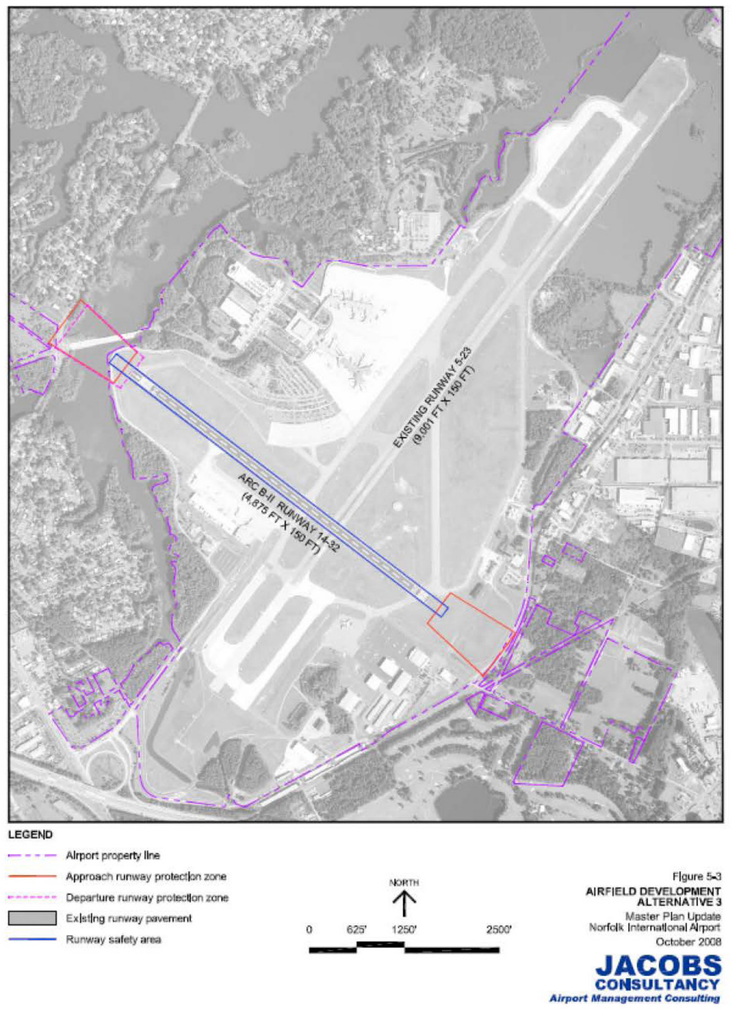
Family 1



Extend Runway 14/32 by 980 feet to southeast end and remove 980 feet from northwest end.



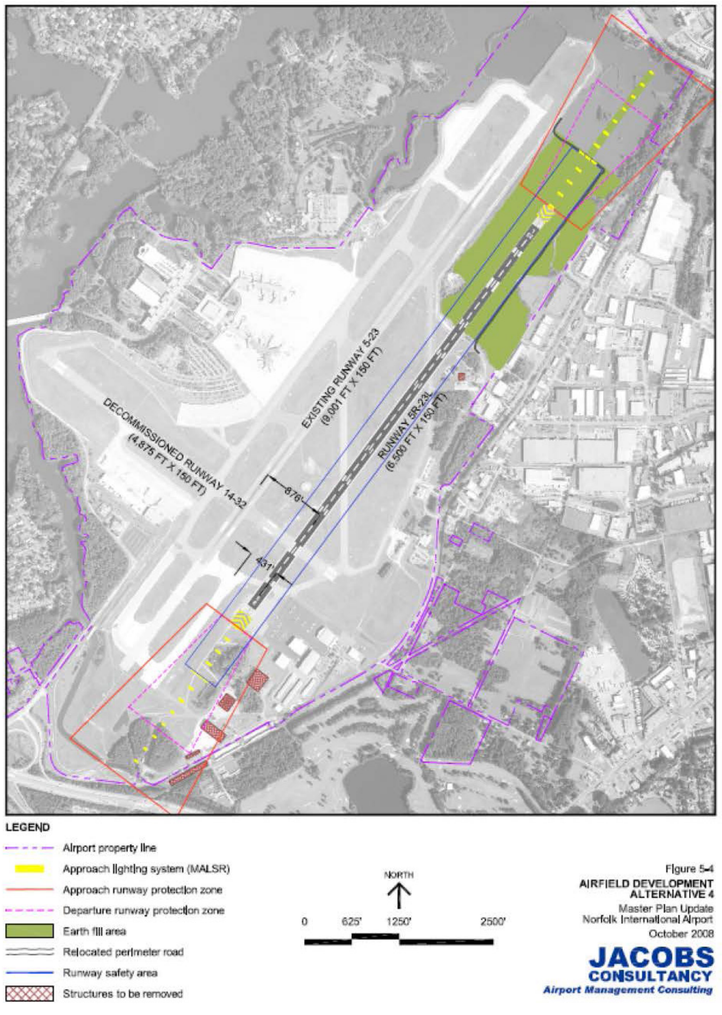
Extend Runway 14/32 to approximately 6,500 feet by extending the southeast end by 2,580 feet and removing 980 from the northwest end.



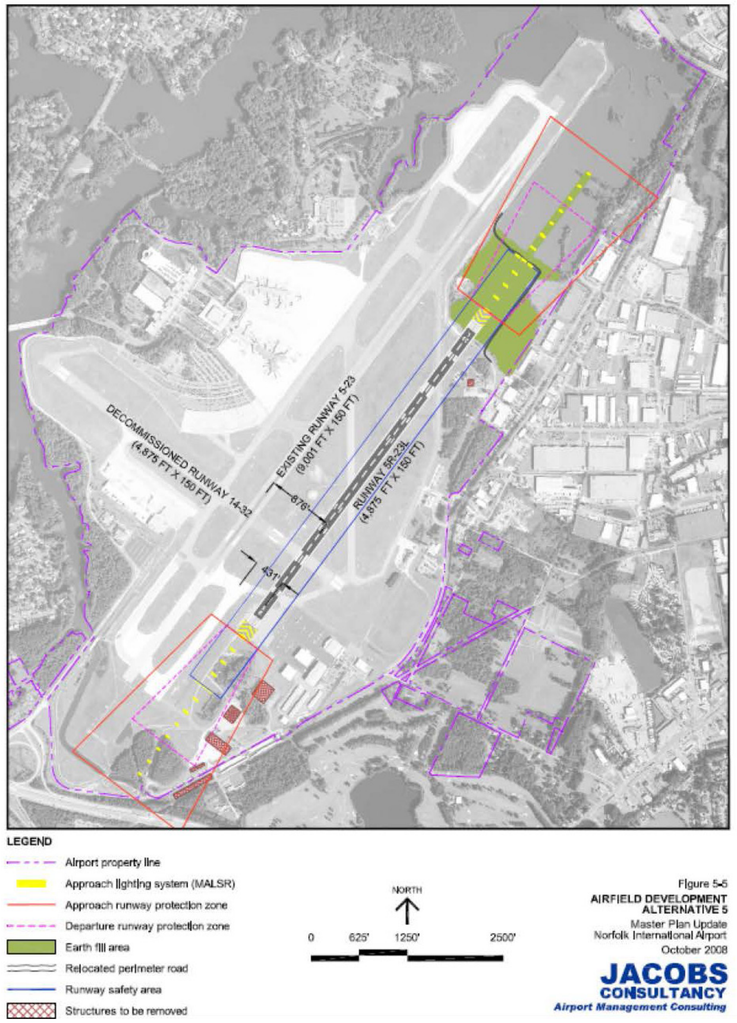
Reduce utility of Runway 14/32, which would reduce the required RSA and RPZ dimensions and bring the runway into compliance.

Master Plan Update (2008)

Family 2

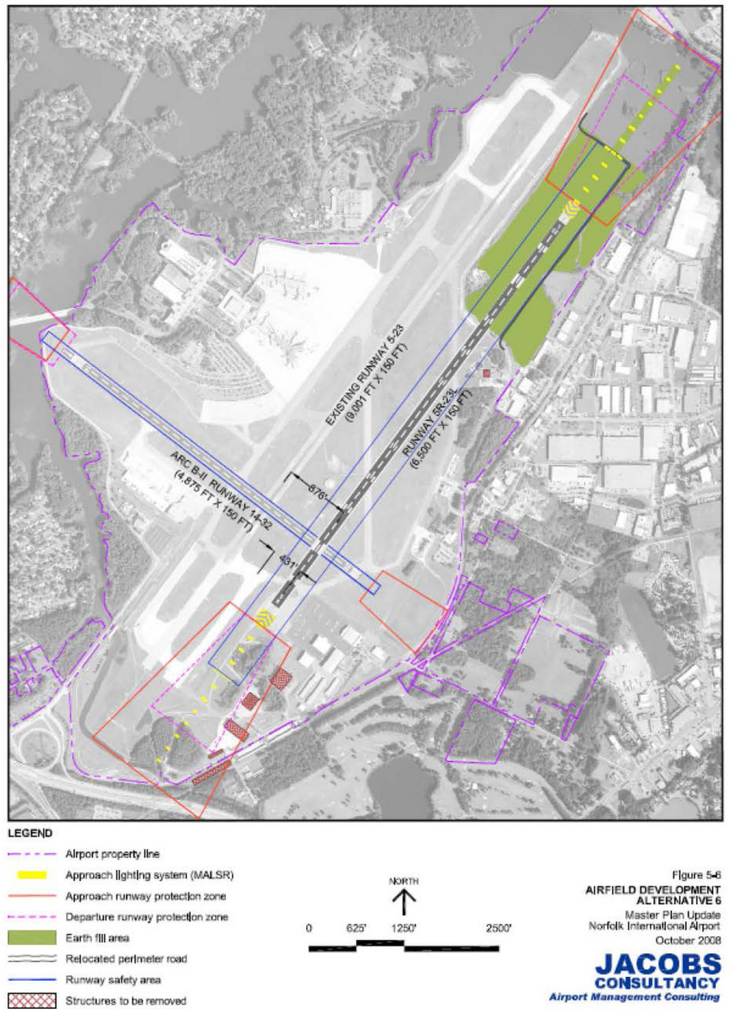


Construct new parallel runway to 6,500 feet in length and 150 feet in width (approximately 67 acres of fill in Lake Whitehurst). Decommission existing Runway 14/32.



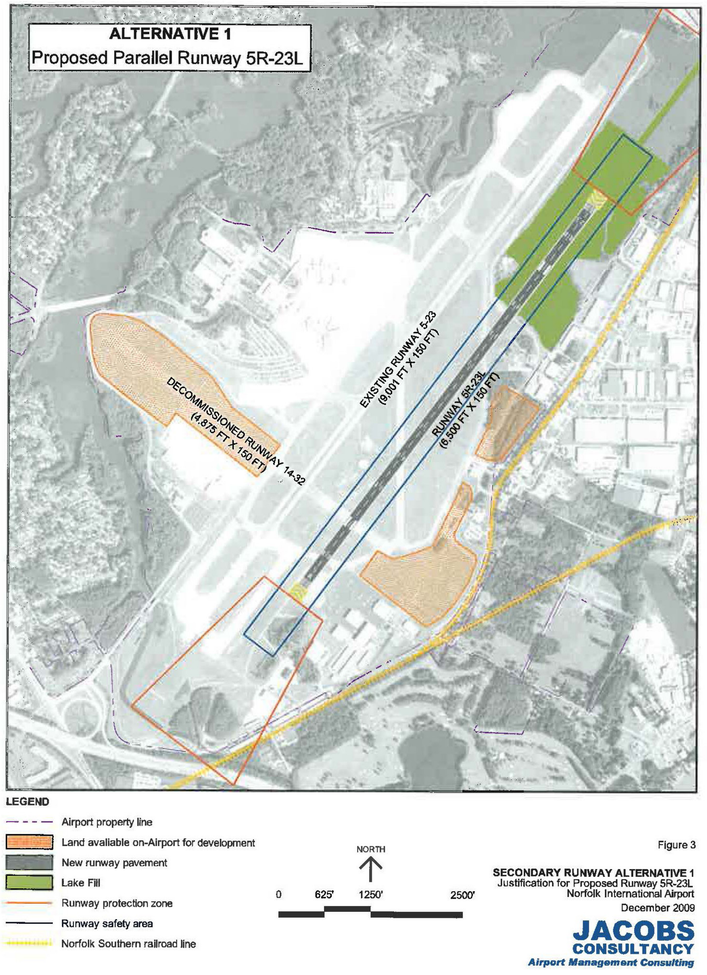
Construct new parallel runway to 4,875 feet in length and 150 feet in width to only accommodate small aircraft (approximately 30 acres of fill in Lake Whitehurst). Decommission existing Runway 14/32.

Family 3



Construct a new parallel runway to 6,500 feet in length and 150 feet in width (approximately 67 acres of fill in Lake Whitehurst). Runway 14/32 remains in use for small aircraft and its utility would be reduced.

Justification for Proposed Runway 5R/23L (2009)



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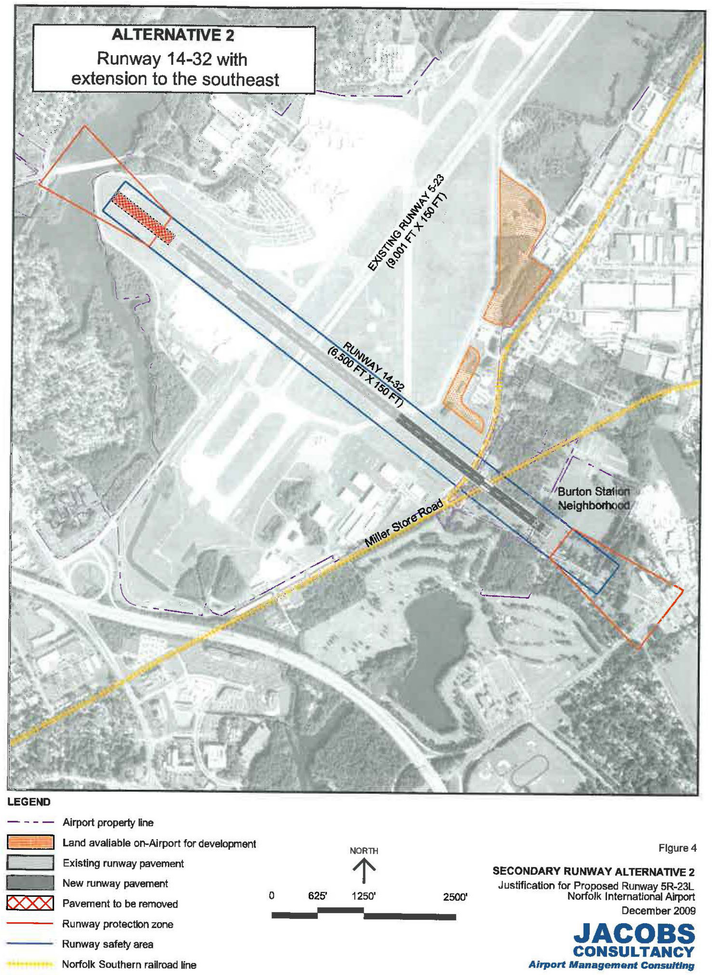

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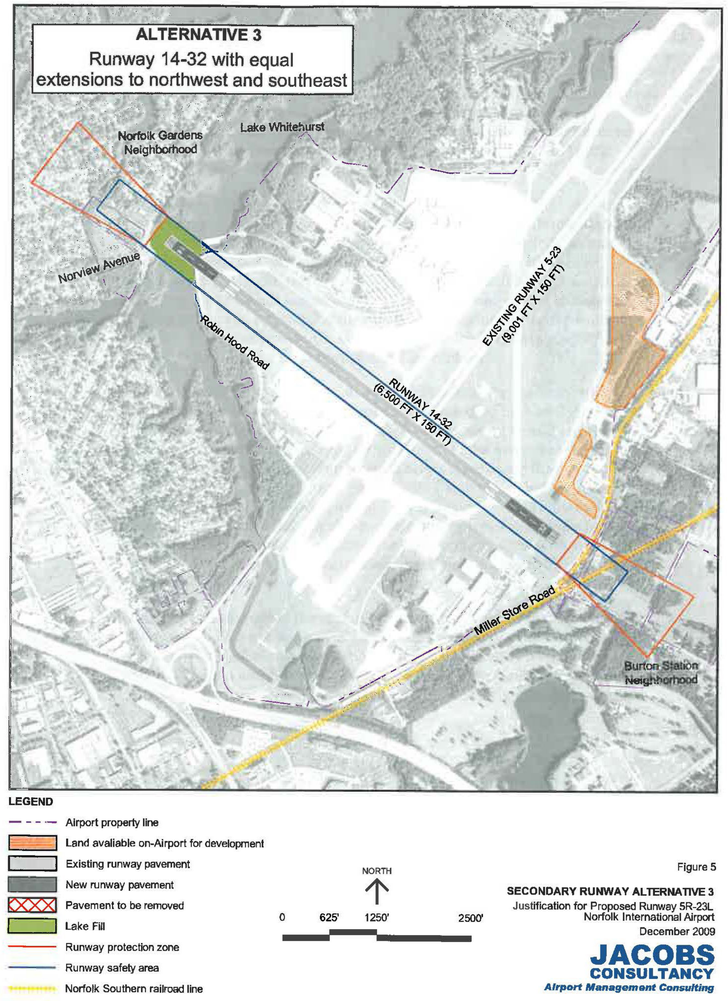


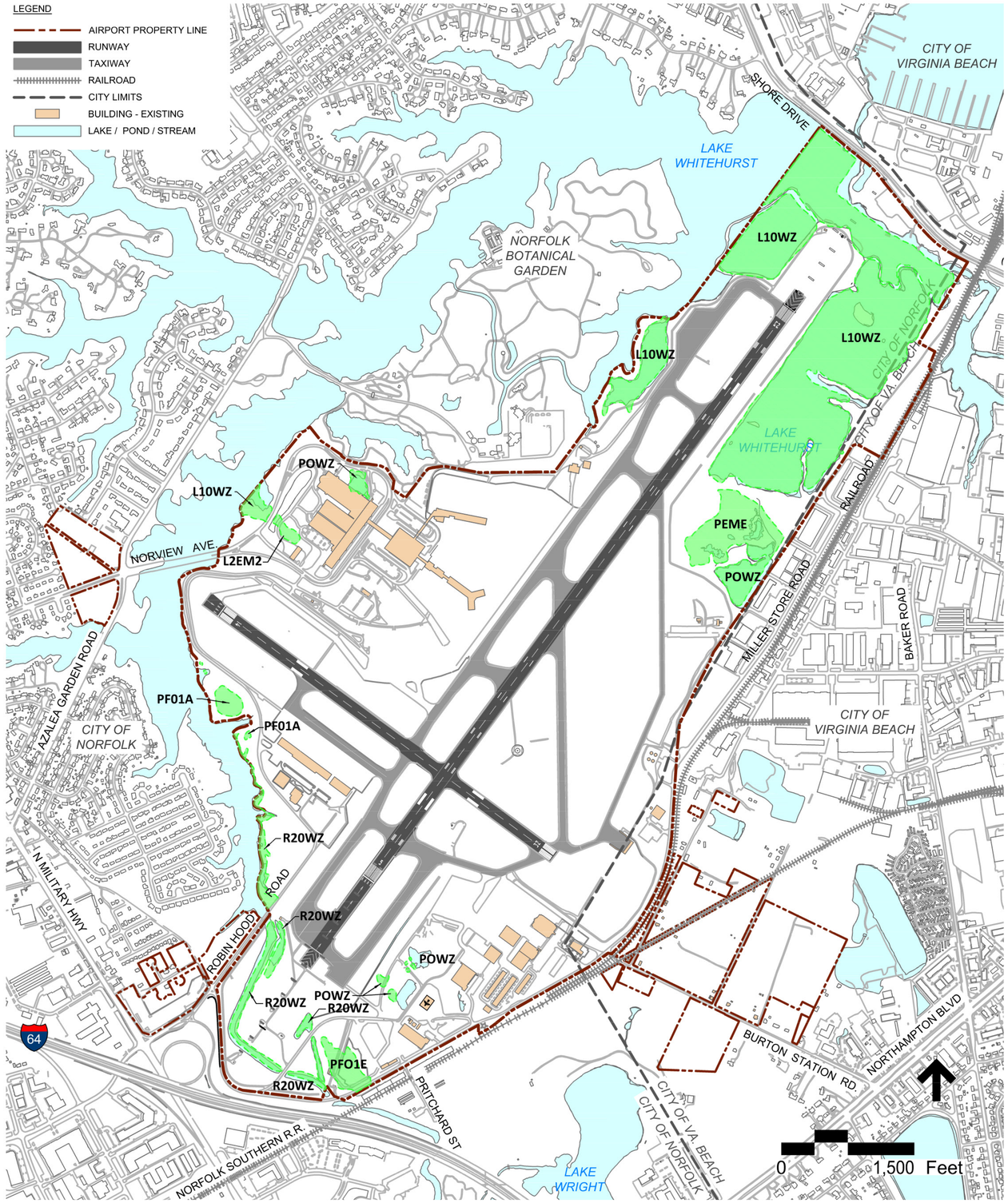
Extend Runway 14/32 equally on both ends to a total length of 6,500 feet.

Resources to be Evaluated in the EIS

- Air Quality
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- DOT Act Section 4(f)
- Farmlands
- Fish, Wildlife, and Plants
- Floodplains
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historic, 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

Source: FAA Order 1050.1E, Change 1, Environmental Impacts: Policies and Procedures

Existing Wetlands and Water Resources



Wetland Identifiers

POWZ	Palustrine Open Water intermittently exposed
PEM1F	Palustrine Emergent Persistent semi-permanently flooded
PEM1A	Palustrine Emergent Persistent temporarily flooded
PEM2A	Palustrine Emergent Non-Persistent temporarily flooded
PSS1Z	Palustrine Scrub-Shrub Broad-leaved Deciduous, intermittently flooded
PSS1C	Palustrine Scrub-Shrub Broad-leaved Deciduous, seasonally flooded
PSS3C	Palustrine Scrub-Shrub Broad-leaved Evergreen seasonally flooded
PFO1A	Palustrine Forested Broad-leaved Deciduous temporarily flooded
PFO1C	Palustrine Forested Broad-leaved Deciduous temporarily flooded
PFO1E	Palustrine Forested Broad-leaved Deciduous seasonally flooded
PFO4A	Palustrine Forested Needle-leaved Evergreen temporarily flooded
PFO4F	Palustrine Forested Needle-leaved Evergreen semi-permanently flooded

Wetland Boundary Plan, R. Kenneth Weeks Engineers, Sept. 26, 1994

Noise Analysis Inputs

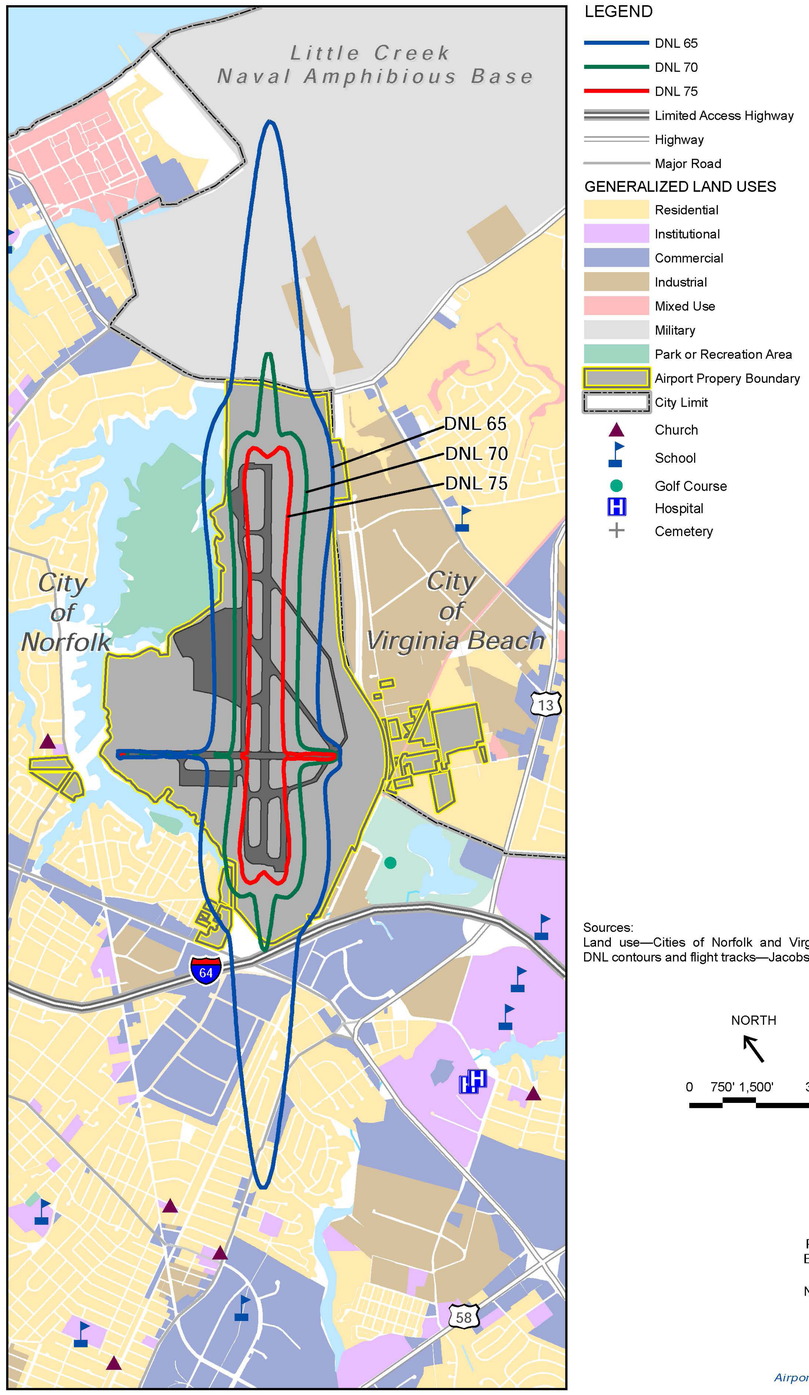


Figure 7-1
PAL 1 NOISE EXPOSURE
BASELINE ALTERNATIVE
Master Plan Update
Norfolk International Airport
October 2008

JACOBS
CONSULTANCY
Airport Management Consulting

- Airport layout
- Weather
- Temperature
- Time of day
- Number of aircraft operations
- Runway utilization and flight tracks
- Aircraft profiles and performance data

Air Quality Assessment

Key Issues

- Ozone “Maintenance” Area (8-hour, 1997 NAAQS)
- Public Health & Welfare

Pollutants of Concern

- Nitrogen Oxides (NOx) & Volatile Organic Compounds (VOCs) as O_3-precursors

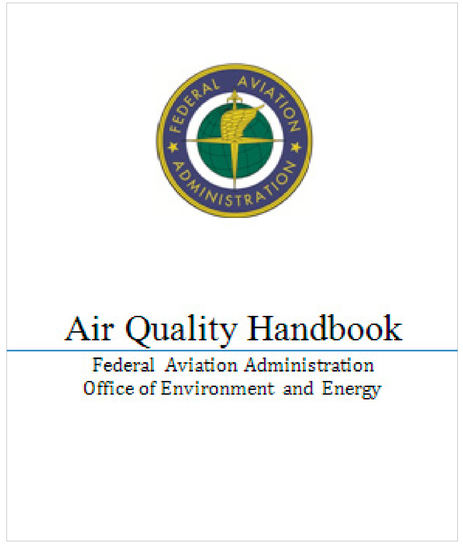
Assessment Methods

- Operational & Construction Emissions
- Criteria Pollutants, HAPs & GHGs
- FAA- & EPA-Approved (AEDT, MOVES, NONROAD)

Analysis Results

- Public Disclosure under NEPA
- General Conformity under Clean Air Act
- Appropriate Mitigation

Operational Emissions [© Norfolk International Airport]



Assessment Guidelines

Opportunities to Comment

ORF/EIS
Norfolk International Airport
Environmental Impact Statement

Comment Form

Submit at this meeting or mail to the address listed on the form by August 3, 2015

Stenographer

Give oral comments to stenographer present at this meeting

Email: orf-eis@vhb.com

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  Attn: Norfolk International Airport EIS
  23723 Air Freight Lane, Suite 210
  Dulles, VA 20166

Next Steps

- Close of scoping period: August 3, 2015
- Scoping Report to be developed after scoping period closes
- Final Purpose and Need Technical Report: September 2015
- FAA decision to proceed with Phase 2 of the EIS process