Minneapolis Saint Paul
INTERNATIONAL AIRPORT
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# MSP 2020 IMPROVEMENTS

## Environmental Assessment (EA) / Environmental Assessment Worksheet (EAW)

**March 19, 2012 MAC Commission Meeting**
**Update Briefing**

HNTB

# Presentation Overview

- Background
- Purpose and Need
- Alternatives
- Affected Environment/Environmental Consequences
- Mitigation
- Public and Agency Involvement and Next Steps

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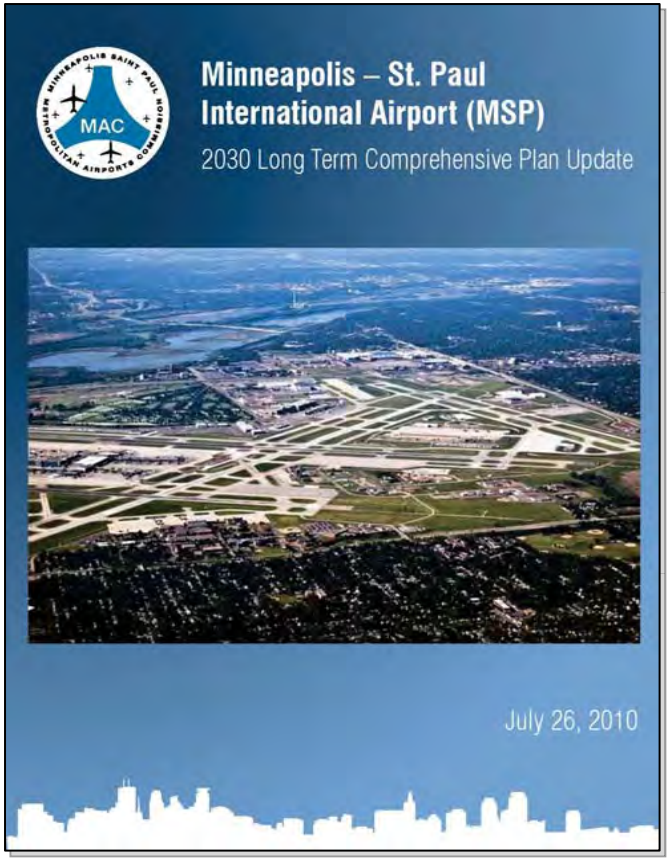
# Background

## MSP 2030 Long Term Comprehensive Plan Update

### 2030 LTCP Update

- ✈Identified the development needed to efficiently serve the Twin Cities' commercial air transport demand through 2030
- ✈Initial basis for defining the Proposed Action
- ✈LTCP Enplanements and Operations forecast was updated for the EA/EAW to incorporate aviation related changes:
  - ✈ Lagging economic recovery
  - ✈ Merger of SouthWest and AirTran
  - ✈ Changes in airline fleet mix



# Why an EA/EAW

- National Environmental Policy Act (NEPA)
- All federal agencies must examine the environmental consequences of **federal actions** and conduct a decision-making process that incorporates public input
- Environmental Assessment (EA) – selected by FAA as the level of environmental documentation required per environmental regulations
  - Proposed action is not within the categorical exclusions listed in FAA Order 1050.1E
  - Proposed action does not require an EIS (paragraph 903 of FAA Order 5050.4B)
- Environmental Assessment Worksheet (EAW) – requirement of MN Statutes 1986, Chapter 473, as amended

# Purpose and Need

## Purpose

*Accommodate expected demand at MSP such that the level of service is acceptable through the 2020 planning timeframe.*

## Need

*Unacceptable levels of service at MSP terminal and landside facilities under current and 2020 conditions.*

*For example: Passenger Check-in, Security screening, Baggage Claim, International Arrivals, Roadways, Rental Car Quick-turn-around, Parking, Terminal Curbs, Commercial Ground Transportation Centers, Concourse Improvements and Gate Frontage*

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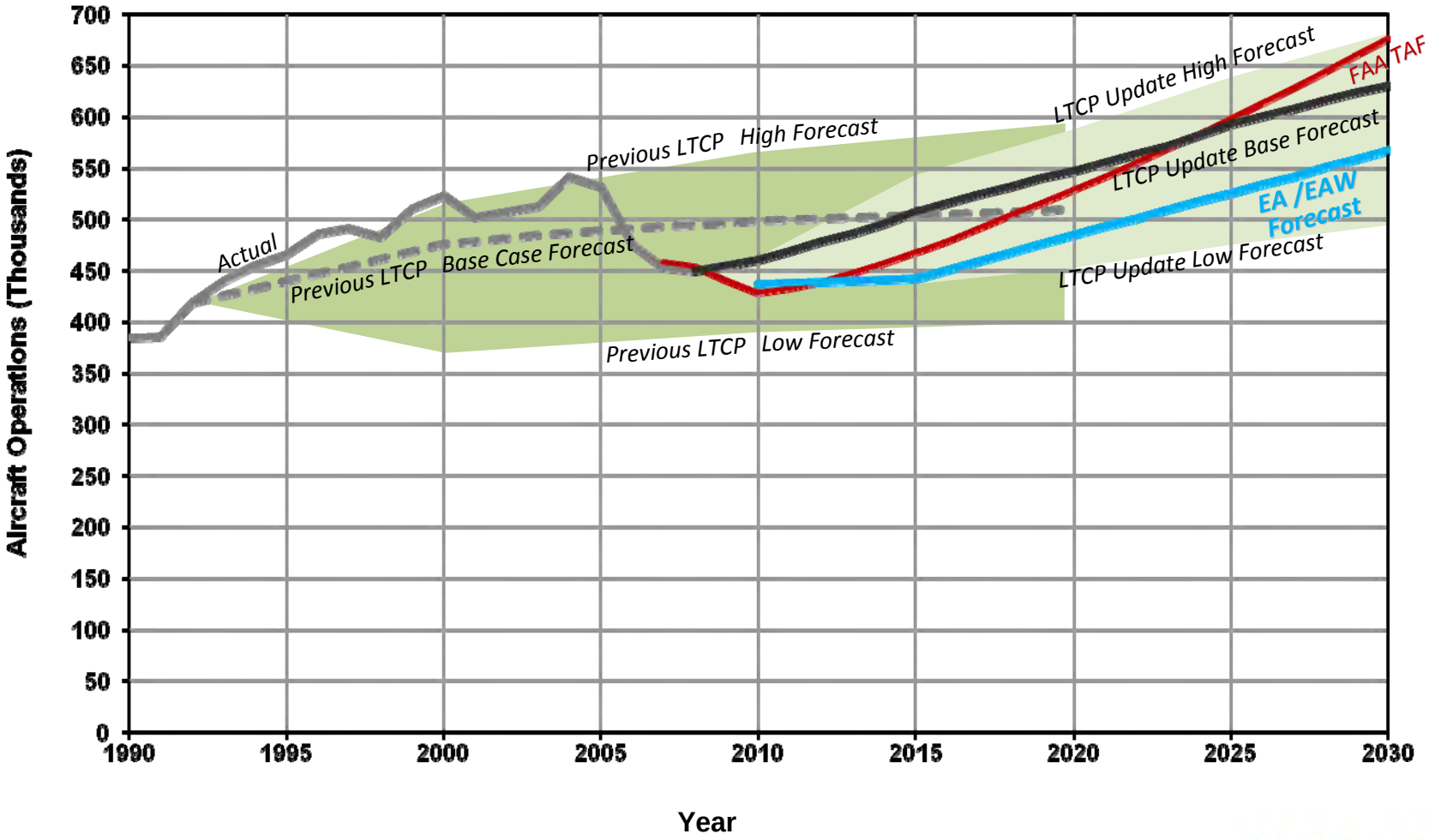
# Aircraft Operations Forecasts

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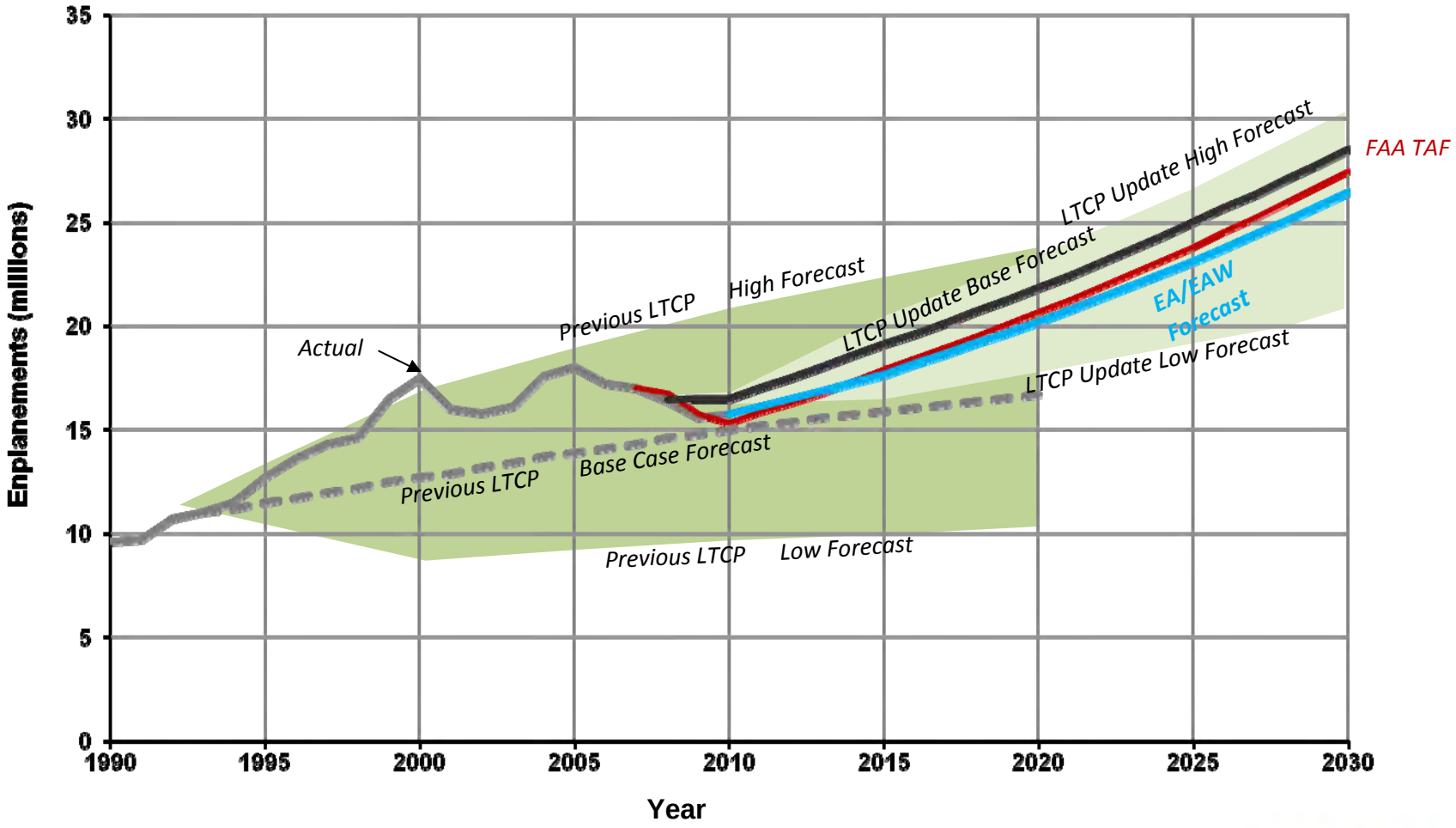
# Passenger Enplanement Forecasts

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# EA/EAW Forecasts

| Year | Aircraft Operations | | | | | | | Passenger Enplanements | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Domestic Scheduled | International Scheduled | Charter | All-Cargo | GA | Military | Total | Domestic | International | Total* |
| 2010 | 367,851 | 26,556 | 103 | 12,499 | 27,921 | 2,145 | 437,075 | 14,568,881 | 1,141,442 | 16,267,639 |
| 2015 | 370,360 | 26,992 | 86 | 12,598 | 29,751 | 2,145 | 441,932 | 16,302,440 | 1,331,486 | 18,259,481 |
| 2020 | 410,410 | 29,532 | 96 | 12,764 | 29,934 | 2,145 | 484,881 | 18,608,747 | 1,564,093 | 20,888,462 |
| 2025 | 448,074 | 32,888 | 106 | 12,826 | 30,003 | 2,145 | 526,042 | 21,260,499 | 1,815,445 | 23,894,551 |
| 2030 | 486,180 | 35,988 | 118 | 12,956 | 30,011 | 2,145 | 567,398 | 24,294,325 | 2,109,421 | 27,340,406 |
| CAGR** | 1.4% | 1.5% | 0.7% | 0.2% | 0.4% | 0.0% | 1.3% | 2.6% | 3.1% | 2.6% |

* Includes charter and non-revenue passengers
** Compounded Annual Growth Rate

- This chart presents information based on the Draft EA/EAW Forecast.
- The data shown is subject to change and considered preliminary pending FAA acceptance of the EA/EAW Forecast.
- Historically, in 2004 MSP accommodated 541,093 operations and in 2005 processed 18,831,832 passenger enplanements

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# Alternatives

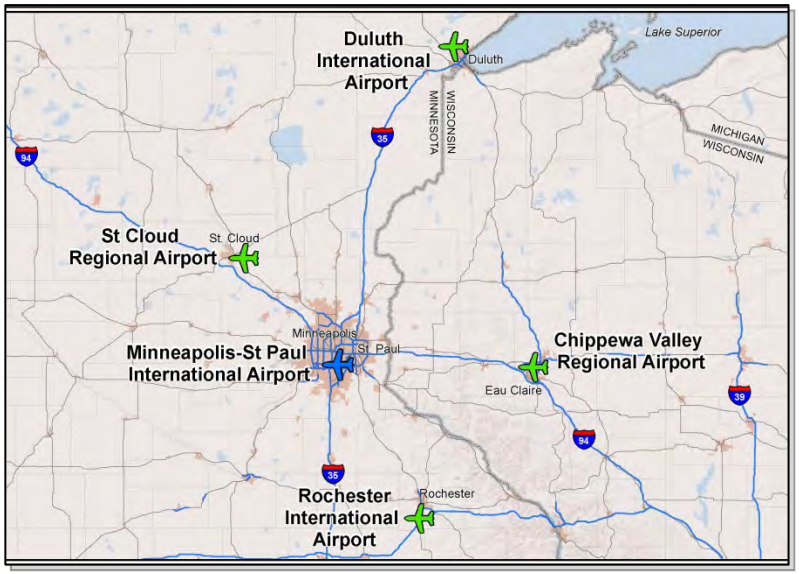
## Alternatives analysis is key to the NEPA process.

- Consider both off- and on-site alternatives.
- Evaluate alternatives to determine if they are reasonable, i.e. meet the purpose and need.
- Screen alternatives to determine which alternatives will be carried forward for detailed analysis.

# Alternatives

## Off-Site

### Other Airports




Meets Purpose and Need? Yes ☐ No ☑

Carried Forward ? Yes ☐ No ☑

### Other Modes of Transportation

Meets Purpose and Need? Yes ☐ No ☑

Carried Forward ? Yes ☐ No ☑

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# Alternatives

## On-Site

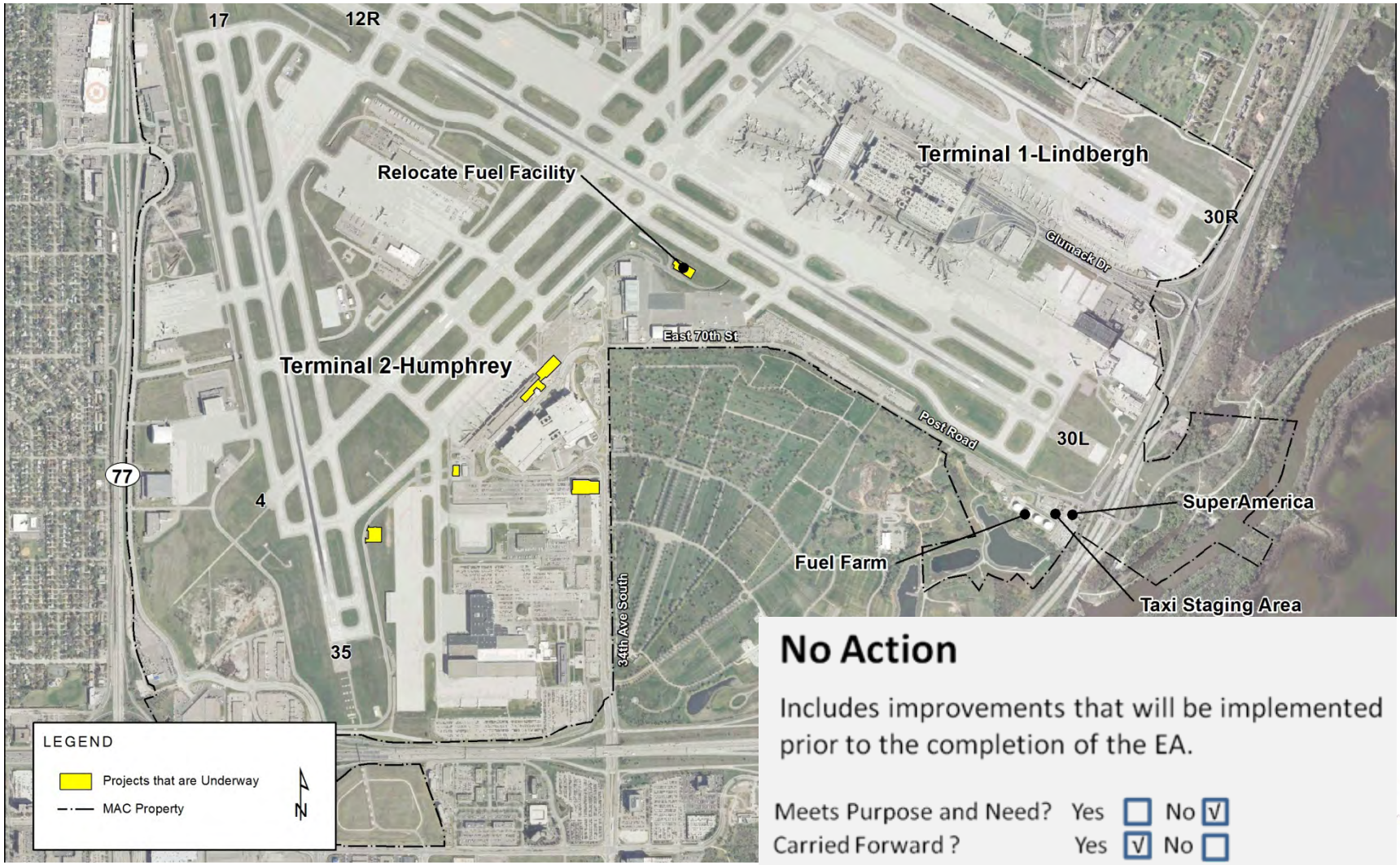

### New Terminal

Construction of a new terminal on the west side of MSP as presented in the 1998 Dual Track Final EIS.

| | | |
|---|---|---|
| Meets Purpose and Need? | Yes ☑ | No ☐ |
| Carried Forward ? | Yes ☐ | No ☑ |

# Alternatives

## No Action Alternative



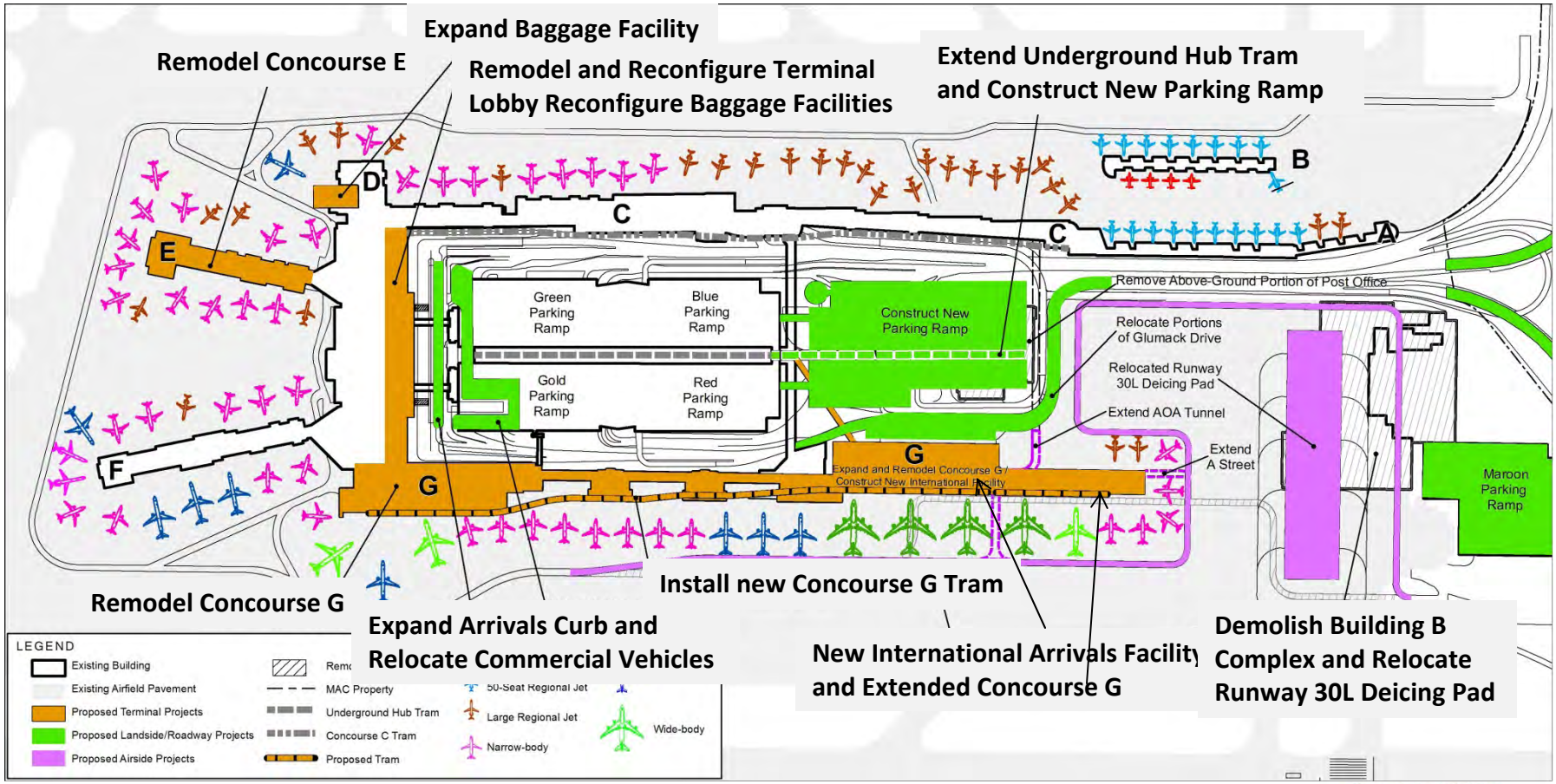

### No Action

Includes improvements that will be implemented prior to the completion of the EA.

| | | | | |
|---|---|---|---|---|
| Meets Purpose and Need? | Yes | ☐ | No | ☑ |
| Carried Forward ? | Yes | ☑ | No | ☐ |

# Alternative 1 – Airlines Remain

## Non- Sky Team Airlines Remain at Terminal 1-Lindbergh

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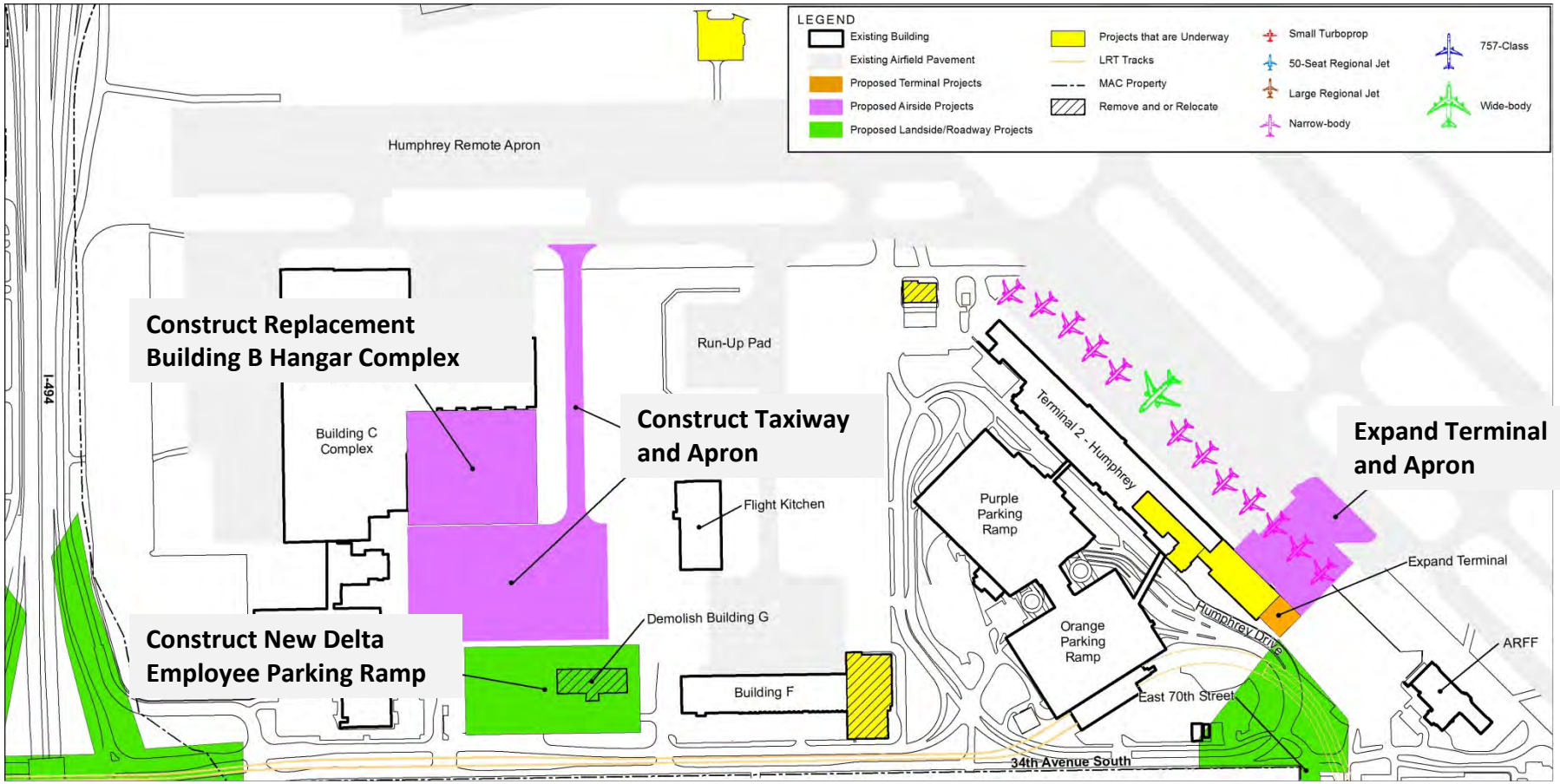
# Alternative 1 – Airlines Remain

## Existing Airlines Remain at Terminal 2-Humphrey

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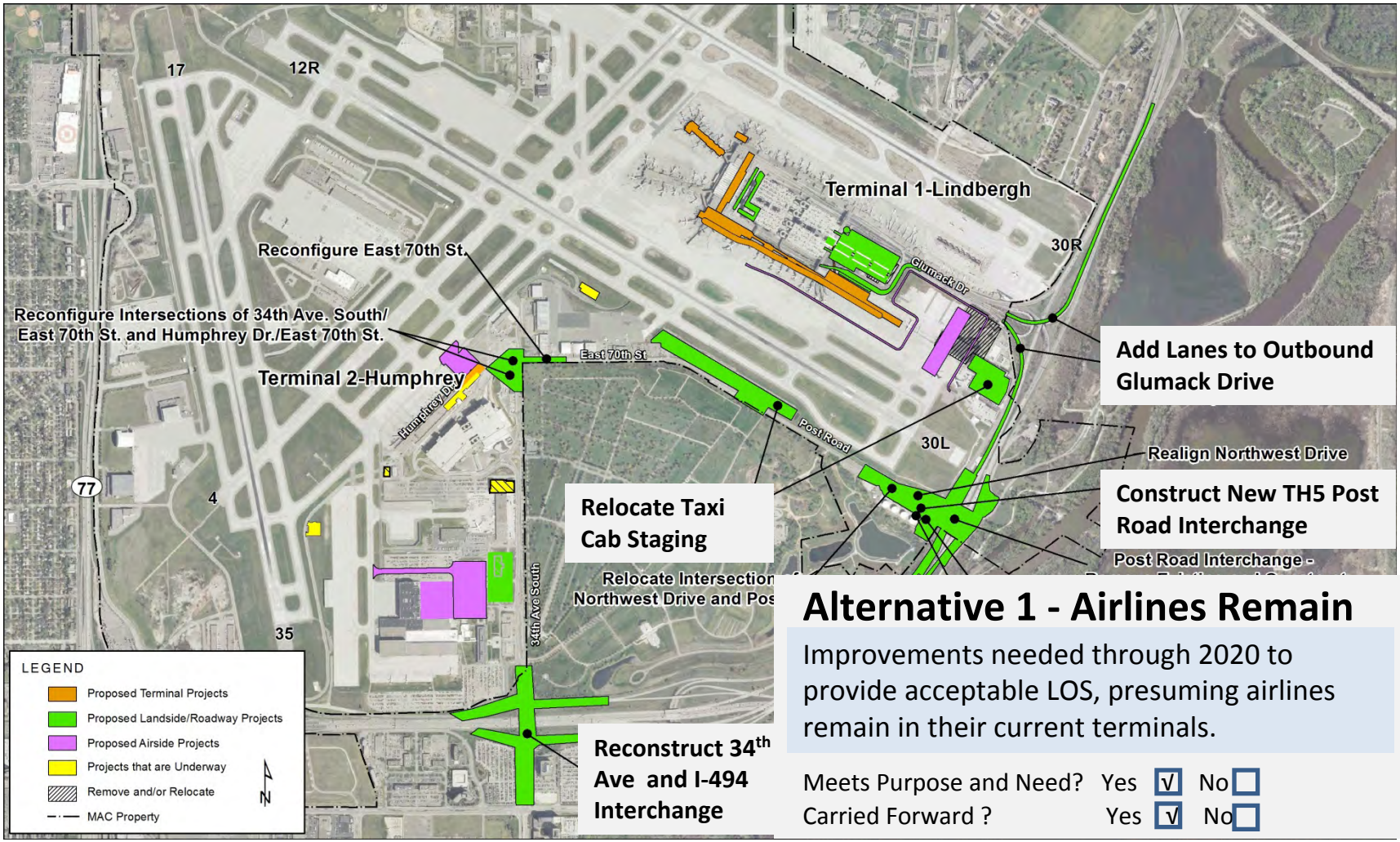
# Alternatives

## Alternative 1 – Airlines Remain




### Alternative 1 - Airlines Remain

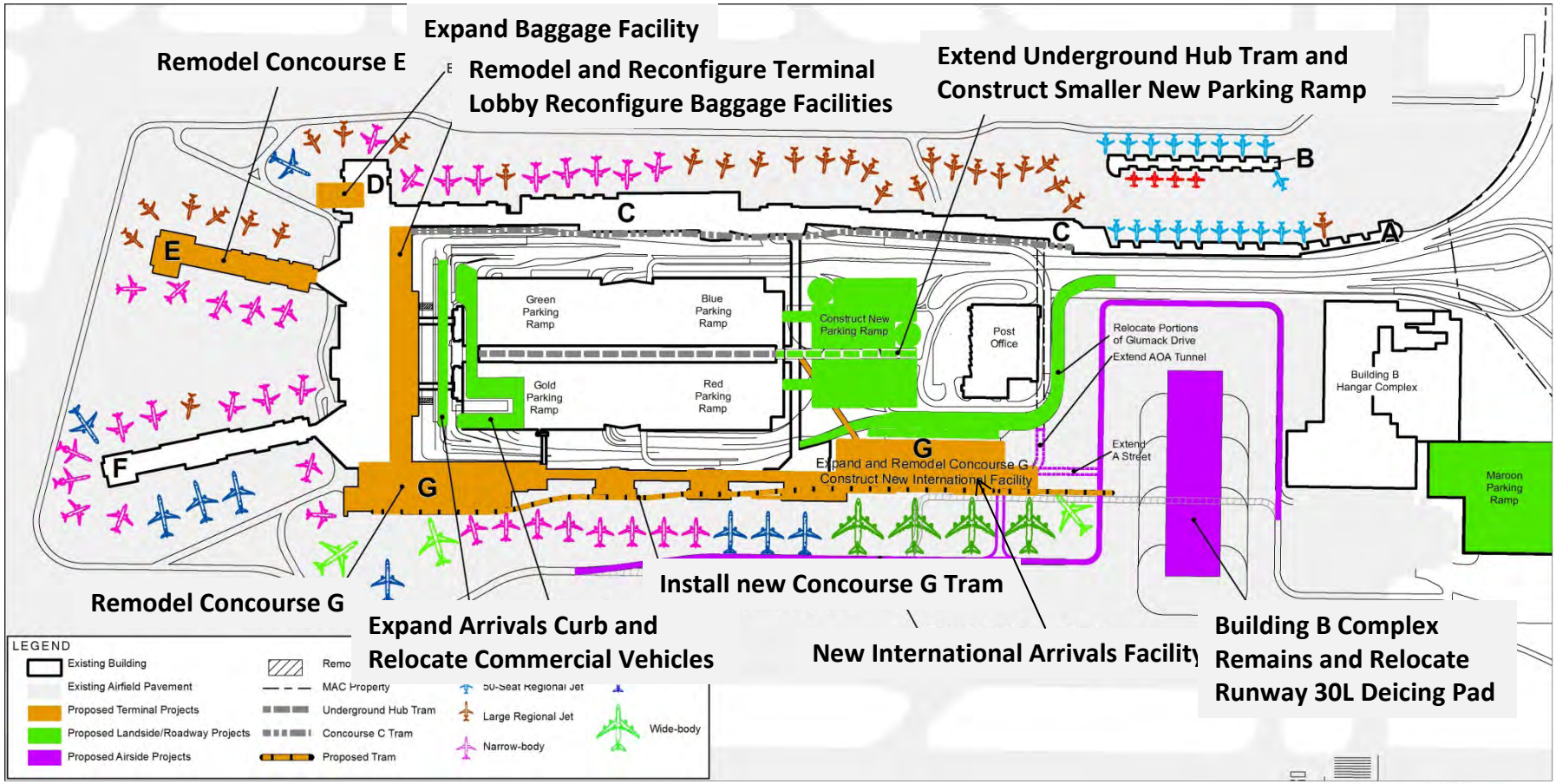
Improvements needed through 2020 to provide acceptable LOS, presuming airlines remain in their current terminals.

Meets Purpose and Need? Yes [√] No [ ]

Carried Forward ? Yes [√] No [ ]

# Alternative 2 – Airlines Relocate

## Non- Sky Team Airlines Relocate from Terminal 1-Lindbergh

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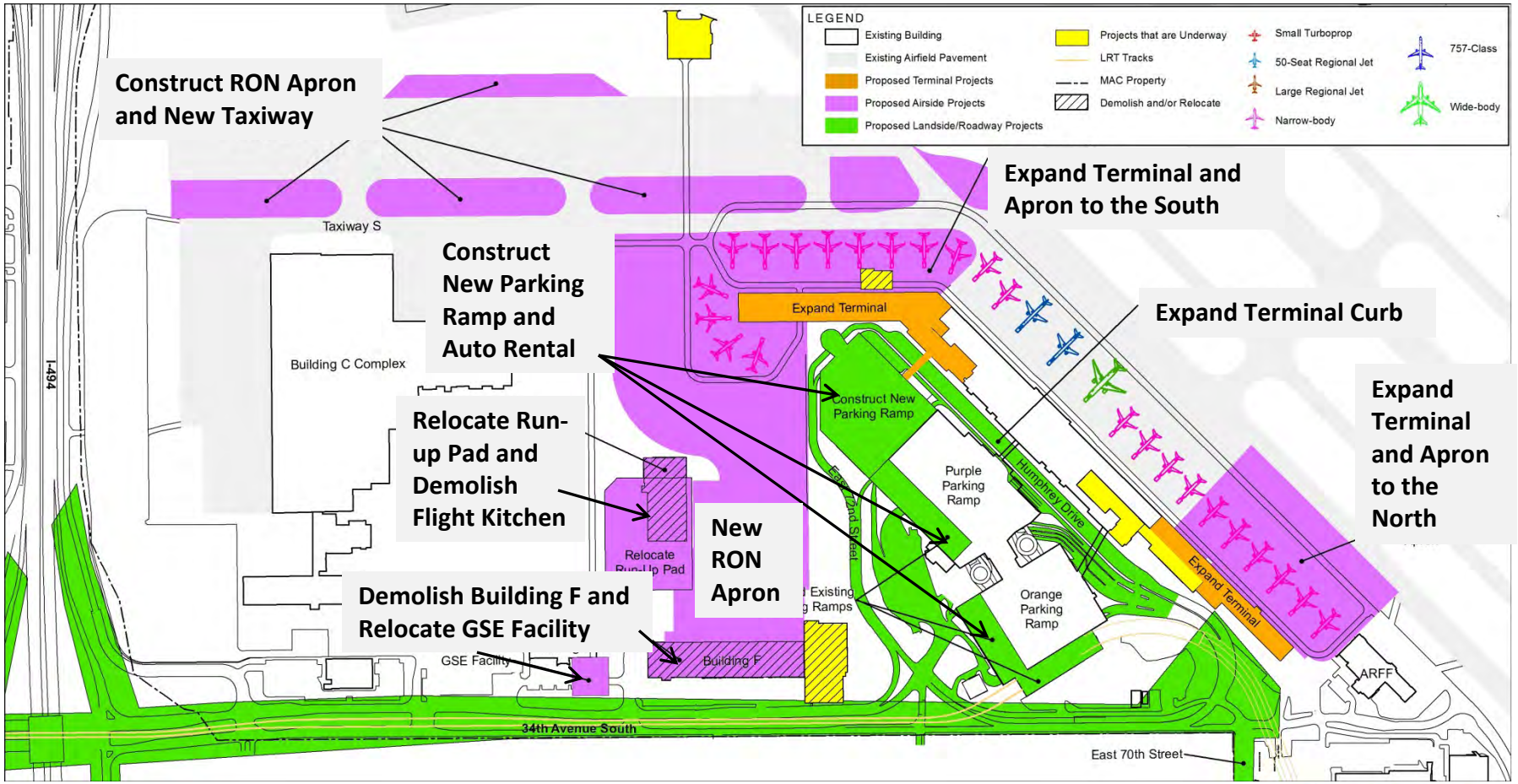
# Alternative 2 – Airlines Relocate

## Non- Sky Team Airlines Relocate to Terminal 2-Humphrey

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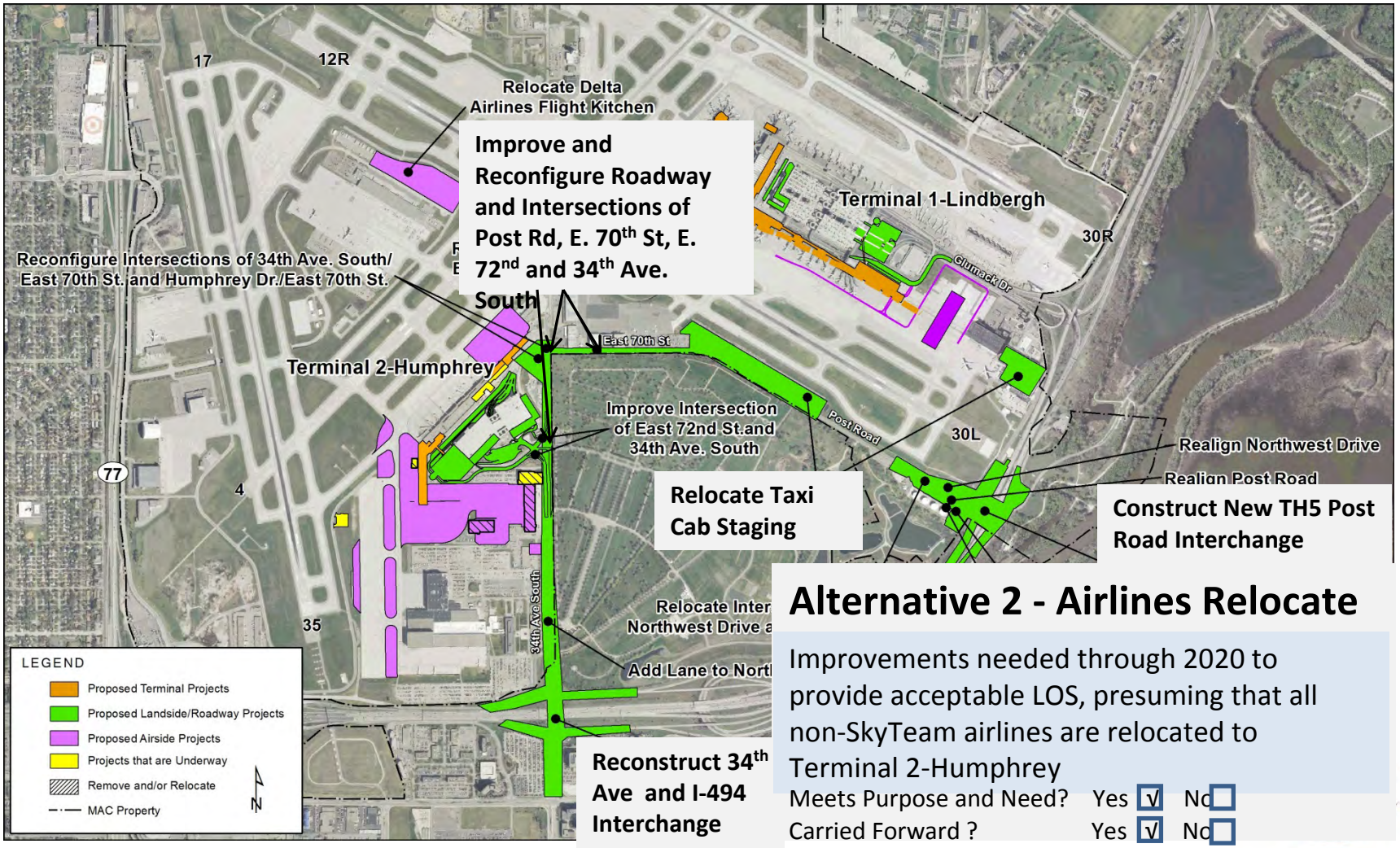
# Alternatives

## Alternative 2 – Airlines Relocate (Sponsor's Preferred Alternative)




### Alternative 2 - Airlines Relocate

Improvements needed through 2020 to provide acceptable LOS, presuming that all non-SkyTeam airlines are relocated to Terminal 2-Humphrey

Meets Purpose and Need? Yes ☑ No ☐

Carried Forward ? Yes ☑ No ☐

# Affected Environment

## General Study Area

# Environmental Consequences

## Environmental Categories

- Coastal Resources
- Construction
- Department of Transportation Act: Section 4(f)
- Farmlands
- Fish, Wildlife and Plants
- Floodplains
- Hazardous Materials
- Light Emissions and Visual Effects
- Natural Resources and Energy Supply
- Secondary (Induced) Impacts
- Socioeconomic, Environmental Justice and Children's Health and Safety Risks
- Wetlands
- Wild and Scenic Rivers

- Air Quality
- Historic Resources
- Noise and Compatible Land Use
- Traffic and Circulation
- Water Quality

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# Air Quality

## Emissions Inventories

| | |
|---|---|
| ***Method*** | • Operation- and construction-related emissions inventories for all criteria pollutants were generated using the FAA's Emissions and Dispersion Modeling System (EDMS) and emission factors from the USEPA NONROAD and MOBILE6.2 models. |
| ***Results*** | • MSP is in an area designated as in attainment for all criteria pollutants except carbon monoxide (CO) for which MSP is in a maintenance area. CO emissions would not exceed conformity *de minimis* levels of 100 tons per year. |

**Summary of CO Operations and Construction Emissions Inventory**
(tons per year)

| Year | Alternative 1 – Airlines Remain | Alternative 2 – Airlines Relocate |
|---|---|---|
| 2012 | 1.08 | 1.23 |
| 2013 | 15.9 | 12.6 |
| 2014 | 11.4 | 20.1 |
| 2015 | 12.2 | 22.2 |
| 2016 | 13.9 | 25.2 |
| 2017 | 13.5 | 16.4 |
| 2018 | 11.1 | 5.39 |
| 2019 | 5.74 | 5.22 |
| 2020 | 5.72 | 5.20 |
| Less than *de minimis* level? | Yes | Yes |

Source: Wenck Associates, Inc., KB Environmental Sciences, Inc., and David Braslau Associates, Inc., 2011.

**Summary of CO Operations and Construction Emissions Inventory**
(tons per year)

| No Action Alternative | | Alternative 1 – Airlines Remain | | Alternative 2 – Airlines Relocate | |
|---|---|---|---|---|---|
| 2020 | 2025 | 2020 | 2025 | 2020 | 2025 |
| 4,705 | 5,256 | 4,707 | 5,174 | 4,706 | 5,285 |
| Difference from No Action | | 2 | -82 | 1 | 29 |
| Less than *de minimis* level? | | Yes | Yes | Yes | Yes |

Source: Wenck Associates, Inc., KB Environmental Sciences, Inc., and David Braslau Associates, Inc., 2011.

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# Environmental Consequences

## Historic Resources

### Background

A historic resource is defined as one that is listed, or eligible for listing, on the NRHP. Historic resources are protected by multiple laws including the National Historic Preservation Act of 1966.

### Methodology

- Conduct early consultation with the SHPO and THPO
- Establish the APE and identify historic resources
- Determine if there would be an adverse effect in consultation with the SHPO

### Results

- Reconnaissance assessment revealed that there are no historic structures in the APE that would be eligible for listing.
- Archaeological assessment indicated that there may be archaeological evidence associated with Native Americans at one location within the APE. Coordination with the SHPO will define future evaluation requirements.

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# Noise

**Method**

- The FAA's Integrated Noise Model (INM) was used to develop noise contours for the alternatives in 2020 and 2025.
- Detailed analysis was conducted to identify the type and number of residential units, as well as the total population within the respective noise exposure contours.

**Results**

- There are no areas of sensitive land uses that would experience a 1.5 dB or greater increase within the 65 dB DNL noise contour when comparing the noise exposure levels from the Airlines Remain Alternative and the Airlines Relocate Alternative to the noise exposure levels from the No Action Alternative.

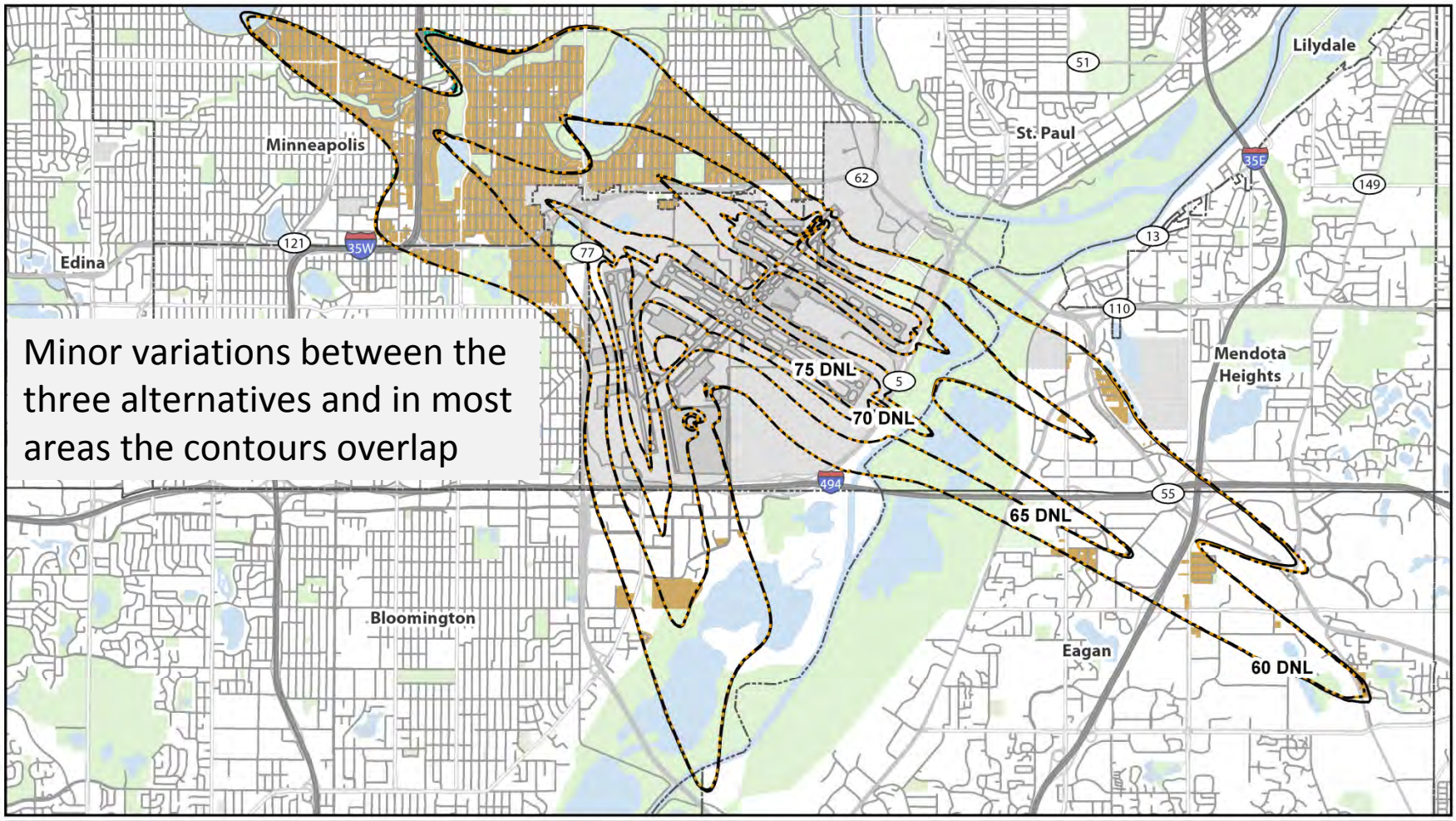
**Comparison of DNL Noise Contour Acreage and Affected Units and Population by Parcel**

| DNL Noise Contours | | | 60-64 | 65-69 | 70-74 | 75+ | Total[1] |
|---|---|---|---|---|---|---|---|
| 2020 | No Action | Acreage | 6513 | 2798 | 959 | 690 | 10960 |
| | | Units | 9513 | 2315 | 38 | 0 | 11866 |
| | | Population | 22634 | 5419 | 96 | 0 | 28149 |
| | Alternative 1 – Airlines Remain | Acreage | 6504 | 2795 | 958 | 689 | 10946 |
| | | Units | 9533 | 2324 | 38 | 0 | 11895 |
| | | Population | 22685 | 5442 | 96 | 0 | 28223 |
| | Alternative 2 – Airlines Relocate | Acreage | 6506 | 2794 | 959 | 690 | 10949 |
| | | Units | 9432 | 2318 | 26 | 0 | 11776 |
| | | Population | 22443 | 5427 | 65 | 0 | 27935 |
| 2025 | No Action | Acreage | 7376 | 3161 | 1124 | 764 | 12425 |
| | | Units | 10254 | 2754 | 74 | 0 | 13082 |
| | | Population | 24387 | 6532 | 188 | 0 | 31107 |
| | Alternative 1 – Airlines Remain | Acreage | 7340 | 3187 | 1121 | 761 | 12409 |
| | | Units | 10314 | 2695 | 63 | 0 | 13072 |
| | | Population | 24521 | 6384 | 159 | 0 | 31064 |
| | Alternative 2 – Airlines Relocate | Acreage | 7333 | 3151 | 1126 | 762 | 12373 |
| | | Units | 10374 | 2843 | 76 | 0 | 13293 |
| | | Population | 24679 | 6757 | 193 | 0 | 31629 |

Note: 1. Sum of acreage may not equal total due to rounding; parcel intersect methodology; unit count reflects single-family and multi-family; population reflects estimation based on multipliers provided by Met Council.

Source: MAC analysis, 2011.

# Noise Contour Comparison – 2020




2020 Forecast DNL Noise Contour Comparison and Affected Parcels

LEGEND

**Noise Contours**
- No Action
- Alternative 1
- Alternative 2

**Affected Parcels**
- Inside Alternative 2 60 DNL
- Between No Action 60 DNL and Alternative 2
- Between Alternative 1 60 DNL and Alternative 2

N

0 3,400 6,800 Meters



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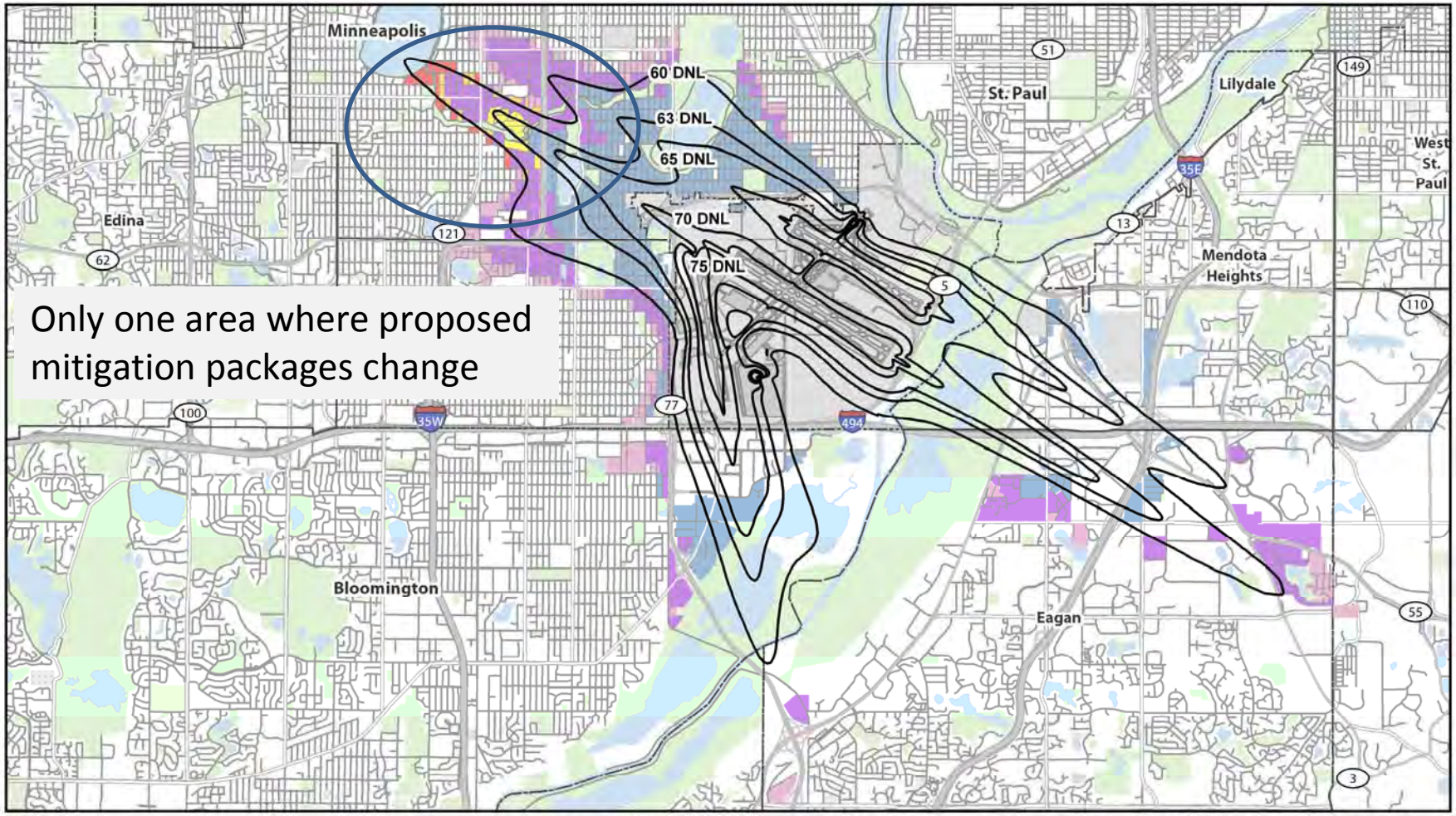
# Proposed Mitigation – Noise




MAC Existing Noise Mitigation Program and 2020 Alternative 2 - Airlines Relocate DNL Noise Contours

LEGEND

**MAC Existing Noise Mitigation Packages**
- Reimbursement
- Central AC & $4K or $14K
- -5 dBA Modifications

**2020 Alternative 2 - Airlines Relocate Changes**
- 2020 Alternative 2 Noise Contours
- Blocks in 2020 63 DNL previously in 2007 60-62 DNL
- Blocks in 2020 60 DNL previously between 2005 and 2007 60 DNL
- Blocks in 2020 60 DNL previously outside 2005 and 2007 60 DNL

N

0 4,400 8,800 Meters

Disclaimer: This map was generated by the Metropolitan Airports Commission using GIS (Geographic Information System) software. No claims are made to the accuracy or completeness of the information shown herein nor to its suitability for a particular use. The scale and location of all mapped data are approximate.

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# Noise Mitigation Impact Analysis

**Summary of 2020 DNL Alternative 2 – Airlines Relocate Noise Contour Single-Family Unit and Population Counts by Block**

| City | Mitigation | Count | 60-62 | 63-64 | 65-69 | 70-74 | 75+ | Total |
|---|---|---|---|---|---|---|---|---|
| **Minneapolis** | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | 4546 | 1929 | 2227 | 66 | - | 8768 |
| | | Population | 11479 | 4889 | 5638 | 168 | - | 22173 |
| 2020 Forecast Changes | In 2020 63-64 DNL previously in 2007 60-62 DNL | Units | - | 256 | - | - | - | 256 |
| | | Population | - | 646 | - | - | - | 646 |
| | In 2020 60-62 DNL previously between 2005 and 2007 60 DNL | Units | 237 | - | - | - | - | 237 |
| | | Population | 598 | - | - | - | - | 598 |
| | In 2020 60-62 DNL previously outside 2005 and 2007 60 DNL | Units | 293 | - | - | - | - | 293 |
| | | Population | 746 | - | - | - | - | 746 |
| **TOTAL** | | Units | 5076 | 2185 | 2227 | 66 | - | 9554 |
| | | Population | 12823 | 5535 | 5638 | 168 | - | 24162 |
| **Bloomington** | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | 32 | 51 | 3 | 0 | - | 86 |
| | | Population | 82 | 130 | 6 | 0 | - | 218 |
| **Richfield** | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | 517 | 185 | 87 | 0 | - | 789 |
| | | Population | 1343 | 483 | 227 | 0 | - | 2053 |
| **Eagan** | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | 148 | 63 | 0 | 0 | - | 211 |
| | | Population | 416 | 177 | 0 | 0 | - | 593 |
| **Mendota Heights** | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | 45 | 0 | 1 | 0 | - | 46 |
| | | Population | 119 | 0 | 3 | 0 | - | 122 |
| **All Cities** | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | 5288 | 2228 | 2318 | 66 | - | 9900 |
| | | Population | 13439 | 5678 | 5874 | 168 | - | 25159 |
| 2020 Forecast Changes (All Minneapolis) | In 2020 63-64 DNL previously in 2007 60-62 DNL | Units | - | 256 | - | - | - | 256 |
| | | Population | - | 646 | - | - | - | 646 |
| | In 2020 60-62 DNL previously between 2005 and 2007 60 DNL | Units | 237 | - | - | - | - | 237 |
| | | Population | 598 | - | - | - | - | 598 |
| | In 2020 60-62 DNL previously outside 2005 and 2007 60 DNL | Units | 293 | - | - | - | - | 293 |
| | | Population | 746 | - | - | - | - | 746 |
| **TOTAL** | | Units | 5818 | 2484 | 2318 | 66 | 66 | 10686 |
| | | Population | 14783 | 6324 | 5874 | 168 | 168 | 27149 |

Note: Block Intersect Methodology; Single-Family=1-3 Units; Population Reflects Estimation Based on Multipliers Provided by Met Council

*Source: MAC analysis, 2011*

# Noise Mitigation Impact Analysis

**Summary of 2020 DNL Alternative 2 – Airlines Relocate Noise Contour Multi-Family Unit and Population Counts by Block**

| City | Mitigation | Count | 60-64 | 65-69 | 70-74 | 75+ | Total |
|---|---|---|---|---|---|---|---|
| Minneapolis | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | 872 | 520 | - | - | 1392 |
| | | Population | 1448 | 869 | - | - | 2316 |
| | Additional | Units | 98 | - | - | - | 98 |
| | | Population | 159 | - | - | - | 159 |
| TOTAL | | Units | 970 | 520 | - | - | 1490 |
| | | Population | 1606 | 869 | - | - | 2475 |
| Bloomington | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | 1065 | - | - | - | 1065 |
| | | Population | 1715 | - | - | - | 1715 |
| Richfield | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | 69 | - | - | - | 69 |
| | | Population | 116 | - | - | - | 116 |
| Eagan | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | - | - | - | - | 0 |
| | | Population | - | - | - | - | 0 |
| Mendota Heights | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | - | - | - | - | 0 |
| | | Population | - | - | - | - | 0 |
| All Cities | In 2020 Forecast Contours previously mitigated under existing noise mitigation program | Units | 2006 | 520 | - | - | 2526 |
| | | Population | 3278 | 869 | - | - | 4147 |
| | Additional (All Minneapolis) | Units | 98 | - | - | - | 98 |
| | | Population | 159 | - | - | - | 159 |
| TOTAL | | Units | 2104 | 520 | - | - | 2624 |
| | | Population | 3437 | 869 | - | - | 4306 |

Note: Block Intersect Methodology; Multi-Family>3 Units; Population Reflect Estimation Based on Multipliers Provided by Met Council

*Source: MAC analysis, 2011.*

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# Traffic and Circulation

## Parking Ramps and Curb Roadways

| | |
|---|---|
| ***Method*** | • Parking ramps and curb roadways evaluated by comparing demand to capacity. |
| ***Results*** | • The conditions of parking ramp and curb roadways with the Action Alternatives would be better than or the same as the conditions with the No Action Alternative. |

**Comparison of Alternatives**

| Alternative/Intersection | No Action | | Alternative 1 – Airlines Remain | | Alternative 2 – Airlines Relocate | |
|---|---|---|---|---|---|---|
| | 2020 | 2025 | 2020 | 2025[1] | 2020 | 2025[1] |
| Parking | | | | | | |
| | 8,000 Space Deficit | 13,000 Space Deficit | Sufficient Parking Available | 3,200 Space Deficit | Sufficient Parking Available | 3,600 Space Deficit |
| Curb Roadways | | | | | | |
| Terminal 1-Lindbergh Departure | At or Under Capacity | At or Under Capacity | At or Under Capacity | At or Under Capacity | At or Under Capacity | At or Under Capacity |
| Terminal 1-Lindbergh Arrival | Over Capacity | Over Capacity | At or Under Capacity | At or Under Capacity | At or Under Capacity | At or Under Capacity |
| Terminal 2-Humphrey | At or Under Capacity | Over Capacity | At or Under Capacity | At or Under Capacity | At or Under Capacity | At or Under Capacity |

Note: 1. Includes only those improvements associated with the respective alternative, i.e. assumes no improvements between 2020 and 2025.

*Source: HNTB analysis, 2011*

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# Traffic and Circulation

## On- and Off-Airport Roadways

| | |
|---|---|
| ***Method*** | • VISSIM modeling used to examine measures of effectiveness such as speed and density, as well as to determine LOS. |
| ***Results*** | • In general, on- and off-airport roadways would operate markedly better with the Airlines Remain and Airlines Relocate Alternatives than with the No Action Alternative. However the Action Alternatives result in a deficient LOS at a few off-airport roadway segments and intersections. Therefore, potential mitigation options are being considered. |

***Mitigation***

**Alternative 2 – Airlines Relocate**
**2025 Conditions**

- Southbound intersection movements at the Taxi Staging Access would operate at a LOS of F. To mitigate, a traffic signal would be installed post-2020.
- Several movements would operate at an undesirable LOS at the 34th Avenue South and American Boulevard. Potential mitigation options:
  - Modify southbound double right to a triple right at the westbound I-494 ramps.
  - At the southern ramps, convert the eastbound left and right turn lanes from double to triple turn lane movements and the northbound right to a triple right turn lane.
  - Extending or adding lanes

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# Proposed Interchange Improvements

Both the Airlines Remain Alternative and the Airlines Relocate Alternative include improvements at the 34th Avenue South and I-494 interchange as well as the TH 5 and Post Road Interchange.


Reconstruct the interchange at 34th Avenue South and I-494 using the diverging diamond interchange configuration


Construct a new TH 5 and Post Road diamond interchange including a new bridge over TH 5

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# Water Quality

## Surface Water

| | |
|---|---|
| ***Method*** | • Evaluated stormwater network hydrology, total suspended solids removal, organic loading and the potential for petroleum/fuel releases. |
| ***Results*** | • Insignificant impacts to the peak discharges in the Minnesota River.<br>• Insignificant decreases in stormwater pond treatment efficiency.<br>• Reduced overall organic loading to the Minnesota River.<br>• No anticipated change in petroleum surface water discharges. |

**Summary of Surface Water Quality Impacts**

| | Water Quality Category | | | |
|---|---|---|---|---|
| | **Storm Sewer Network Hydrology** | **Total Suspended Solids (TSS)** | **Organic Loadings – Aircraft De-icing Fluid Impacts** | **Petroleum/Fuel Impacts** |
| ***BACKGROUND*** | MSP storm sewer collection system utilizes stormwater ponds near outfalls for each of the three primary drainage areas. | TSS is controlled at MSP by BMPs and stormwater ponds. TSS is a pollutant of concern because the Minnesota River has very high TSS loads. | Organic loadings in the airport's stormwater discharges are largely due to impacts from deicing aircraft with aircraft deicing fluid (ADF). The airport operates a Glycol Recovery Program to collect spent ADF. | - Spill prevention, response and clean-up are an integral part of airport operations at MSP.<br>- A Spill Response Plan and spill control mechanisms are currently in place.<br>- The total number of operations does not change based on the alternative, therefore fueling operations and volume of fuel does not change.<br>- Location of fueling operations may vary but is not expected to impact petroleum surface water discharges. |
| **No Acton** | - Minimal construction results in no impact on localized flooding and peak discharges to Minnesota River. | - Represents existing conditions, therefore no changes in impacts. | - Same glycol collection performance as is currently available. | |
| **Alternative 1 – Airlines Remain** | - Net increase of 7.1 acres of impervious surface.<br>- Insignificant relative to ~2,700 acres draining from MSP. | - Pond 1 has increased net impervious area of 2.6 acres.<br>- Model shows decrease in Pond 1 treatment efficiency from 93.6% to 93.5% TSS removal. | - Overall collection efficiencies would increase by 0.7%, due to the migration of deicing activities to the new plug and pump (PnP) systems installed at the new gates. | |
| **Alternative 2 – Airlines Relocate** | - Net increase of 29.2 acres of impervious surface.<br>- Insignificant relative to ~2,700 acres draining from MSP. | - Pond 1 has increased net impervious area of 27.5 acres.<br>- Model shows decrease in Pond 1 treatment efficiency from 93.6% to 92.4% TSS removal. | - Overall collection efficiencies would increase by 1.7%, due to the migration of deicing activities to the new PnP systems installed at the new gates. | |

# Public and Agency Involvement

**The MSP 2020 EA/EAW document has not yet been approved by the FAA or MAC for release to the public for comment – this is an informational presentation**

Public and agency coordination is conducted throughout the NEPA process to ensure exchange of information relevant to the Proposed Action and its potential impacts

# Next Steps – Draft Schedule

| 2012 | |
|---|---|
| Late April | FAA and MAC complete Draft EA/EAW |
| May/June | Selection of Preferred Alternative and Mitigation<br>Approval of Draft EA/EAW for public review<br>Comment period begins<br>MAC conducts a Public Hearing |
| June | Comment period ends |
| Mid July | FAA and MAC complete responses to comments and Finalize EA/EAW |
| Late September | FAA and MAC Issue Findings |
| Early October | Notice of findings are published in the EQB Monitor and Newspapers |

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# March 19, 2012 EA/EAW Update Briefing