

ICAO-ACI/LAC Seminar for the Americas

Airport Environmental Impact Assessments

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Background in the United States

- ➔ Applicability to other countries
- ➔ Legal Aspects
 - Applicability: Federal, State or Local Actions
 - Federal Level: Compliance with NEPA
 - State & Local Level: Compliance with Appropriate and Applicable Environmental Regulations
 - Sponsor Applies for Approval; Governmental Agency Evaluates and Renders Finding

Environmental Action Choices

- ➔ Categorical Exclusion
- ➔ Environmental Assessment (EA) Resulting in a Finding of No Significant Impact (FONSI)
- ➔ Environmental Impact Statement (EIS) Resulting in a Record of Decision (ROD)

Categorical Exclusions

➔ Applies if :

- The Federal Action is not identified as requiring an EA or EIS
- The action will not affect specified protected lands
- There is no controversy regarding the action on environmental grounds
- The action is unlikely to have a significant impact on specified resources
- The action is not controversial with respect to the availability of relocation housing

Categorical Exclusions (cont'd.)

- ➔ Applies if the action will not :
 - Cause disruption of an existing community
 - Cause significant traffic congestion
 - Cause a significant impact on noise levels in noise sensitive areas
 - Have a significant impact on air or water quality

Categorical Exclusions (cont'd.)

- ➔ Applies if the action will not :
 - Violate any federal, state, local law or administrative determination relating to the environment
 - Be likely to affect human beings by creating a significant impact on the environment
 - Be likely to create a significant impact on the environment when considered along with subsequent related actions

EA Leading to FONSI

➤ Requirements

- Purpose and Need
- Identification of Alternatives
- Environmental Consequences
- List of Preparers and those consulted
- Evidence of opportunity for a Public Hearing and listing of Issues Raised at the Public Hearing

EA Leading To FONSI (cont'd.)

→ FAA Requirements

- Evaluate Assessments
- Determine Significance of Impact
- Approve Action (FONSI) or Require More Intense Evaluation (EIS)

JFK 2000 Program

✈ Rationale

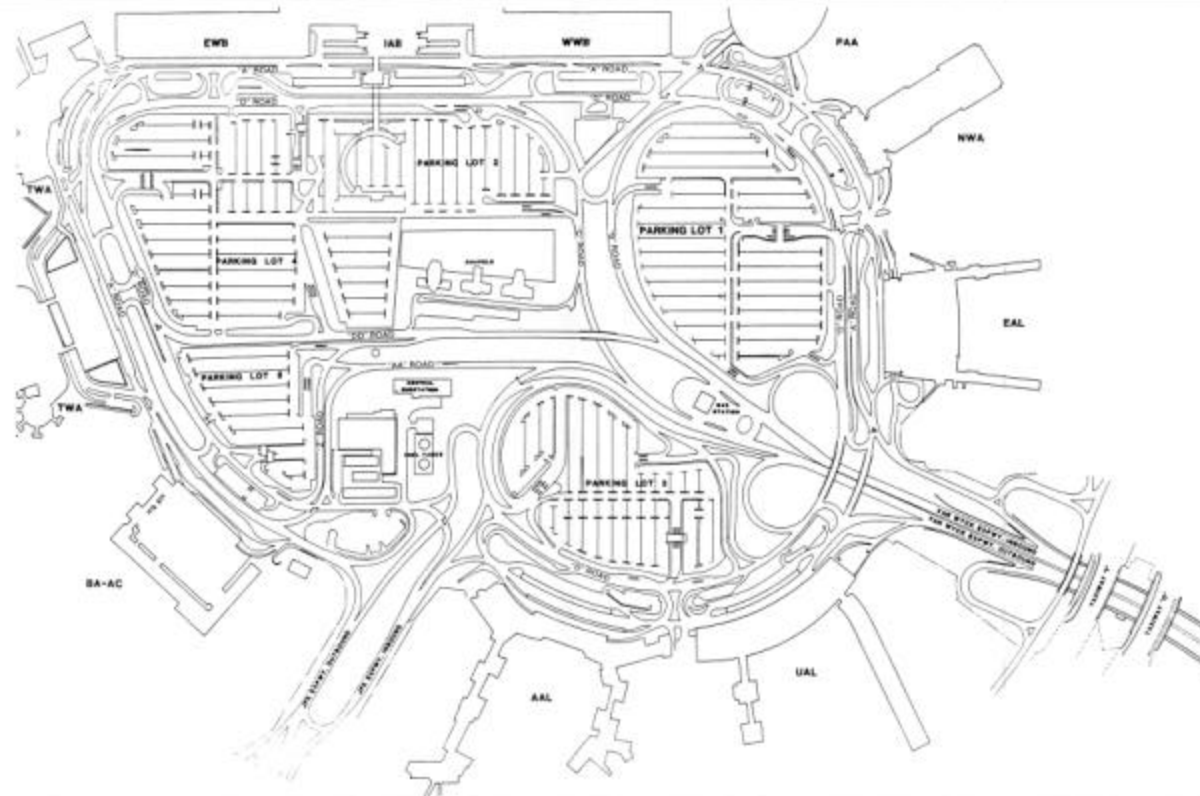
- Removed terminal transfer buses from roadways
- Eliminated many high occupancy vehicles from most airport roads
- Allowed for future mass-transit connection
- Provided an expanded international passenger handling facility
- Provided a new air traffic control tower

✈ Impacts

- Eliminated three chapels
- Resulted in a high cost to the airlines
- No off-airport impact - the traffic would come with or without these improvements

PARSONS
BRINCKERHOFF
QUADE &
DOUGLAS, INC.

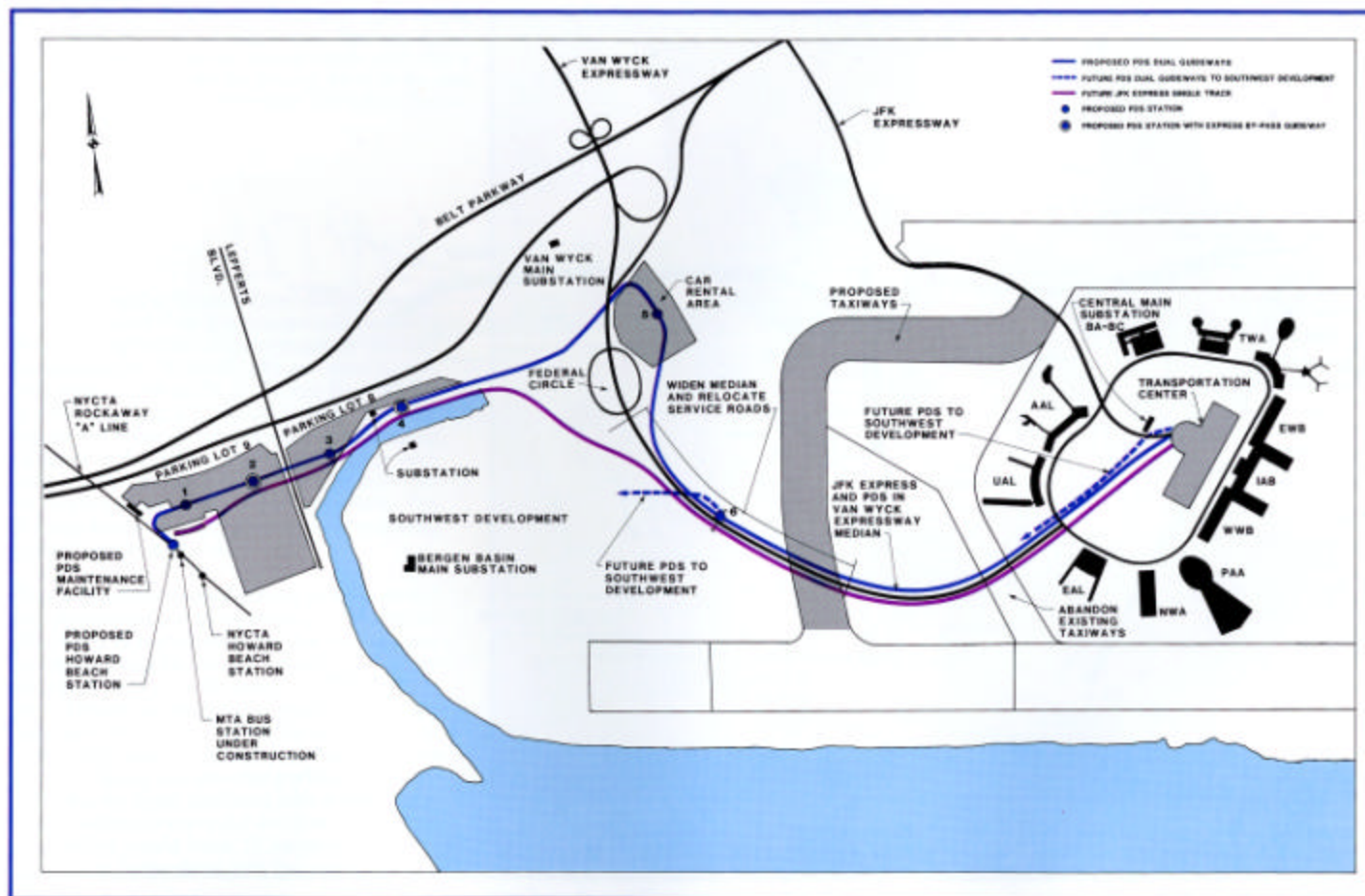
KENNEDY AIRPORT
CENTRAL TERMINAL AREA
REDEVELOPMENT PROGRAM
ENVIRONMENTAL ASSESSMENT



Legend
— Existing Roadways
+ Existing Traffic Signals
— Closed Roadway



Figure I-4
EXISTING CONDITIONS



Southwest Area Connector Site Plan

This illustration shows the entire alignment of the Southwest Area Connector which joins the Transportation Center to the MTA Howard Beach Station, the two stations within the long-term parking lots, the two stations within the employee parking lots, the central station within the new consolidated parking facility, and one or possibly two additional stations within the Van Wyck Expressway median. The Van Wyck Expressway stations may serve the cargo area, the general aviation facilities, or a heliport station, if one is constructed in conjunction with the relocation of the taxiways.

USAir Terminal At LGA

➔ Rationale

- Provided additional capacity to handle growth in passenger traffic
- Did not significantly increase the number of flights

➔ Impacts

- Would help reduce noise through change to wide-body, Stage III aircraft
- Negative impacts of additional traffic at east end of airport were mitigated through a number of traffic management improvements

LaGuardia Airport

EAST END TERMINAL
ENVIRONMENTAL ASSESSMENT

FINAL REPORT

DECEMBER, 1988

Prepared for:

THE PORT AUTHORITY OF NY&NJ

Prepared by:

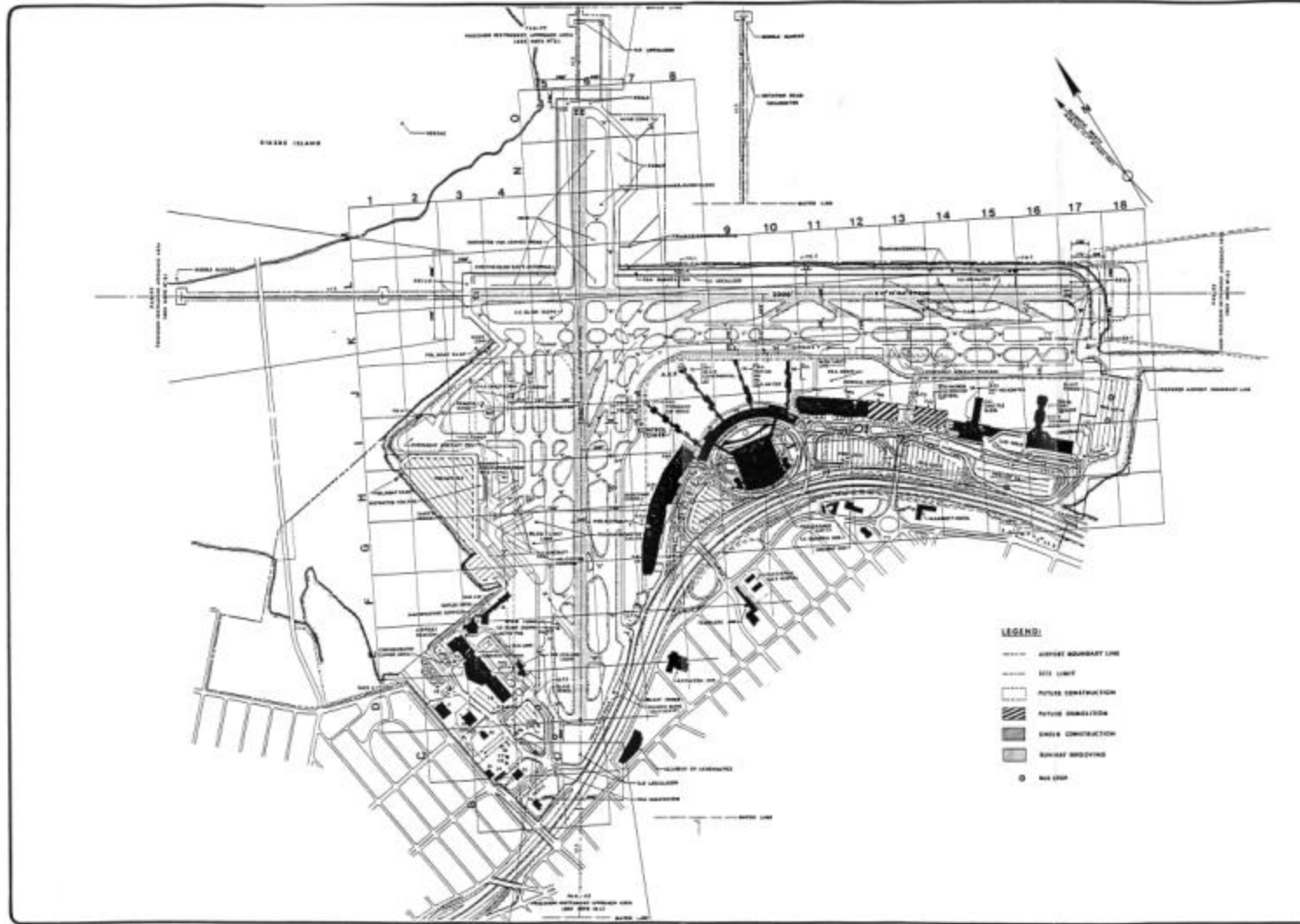
Hoyle, Tanner & Associates, Inc.

and

Konheim & Ketcham



AVIATION

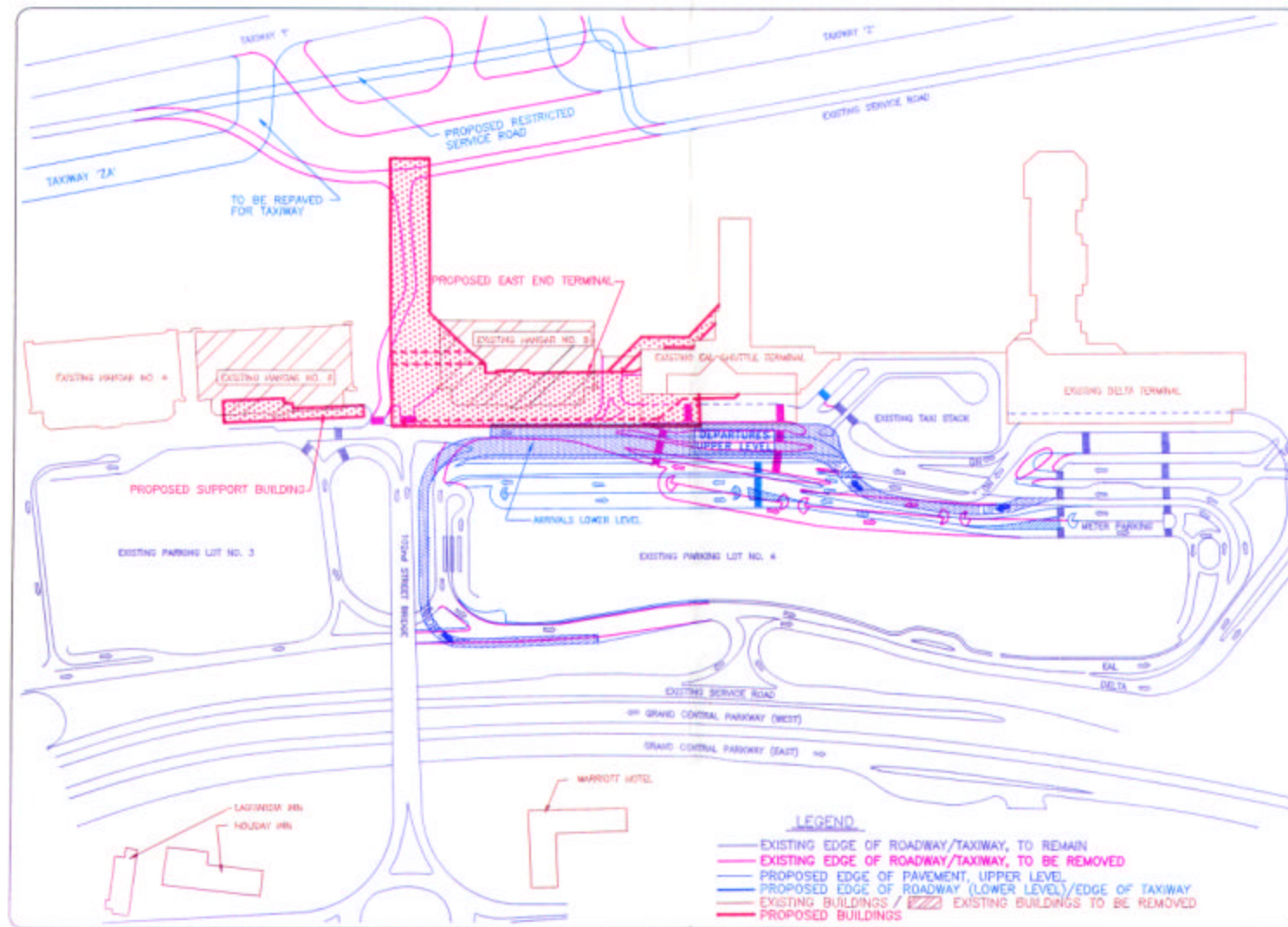


LAGUARDIA AIRPORT EAST END TERMINAL
ENVIRONMENTAL ASSESSMENT
AIRPORT LAYOUT PLAN

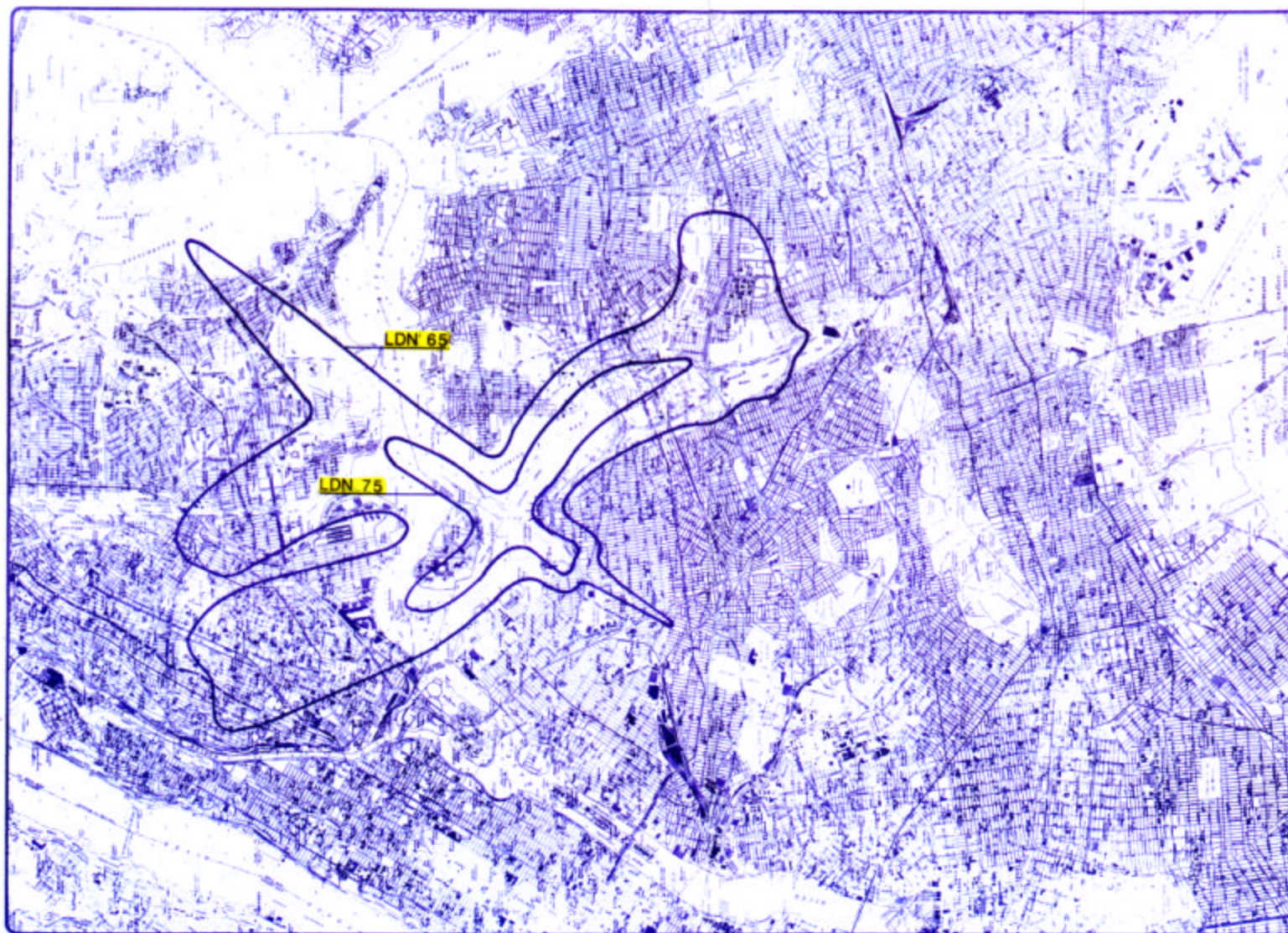
HTA
COMPANION

N.T.S.

FIGURE
1-3



HNTB consultants	FIGURE
	2-1
1" = 200' LAGUARDIA AIRPORT EAST END TERMINAL ENVIRONMENTAL ASSESSMENT PROPOSED IMPROVEMENTS	



1"=6000

HNTB
CONSULTANTS

FIGURE
A1-2

LAGUARDIA AIRPORT EAST END TERMINAL
ENVIRONMENTAL ASSESSMENT
FUTURE (YEAR 1993) NOISE CONTOURS

Environmental Impact Statements (EIS)

➤ Reviewing Agency Requirements

- Conduct Scoping Session
- Conduct Assessments Either With Internal Resources or Through Specialists Selected by the Agency
- Issue Draft EIS and Solicit Feedback from Affected Communities
- Prepare Final EIS
- Render Decision - Go / No-Go - Based on Record

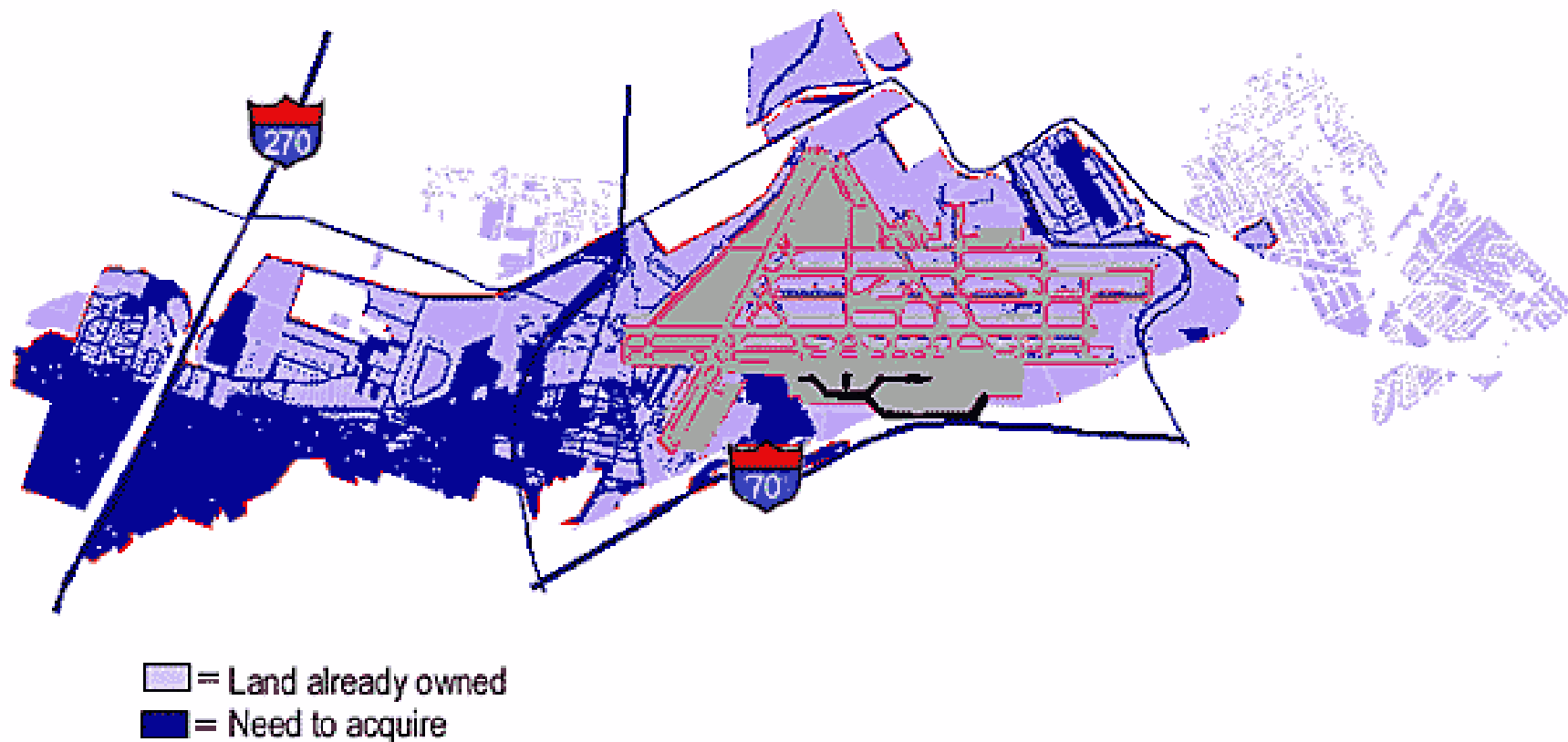
Lambert-St. Louis Int'l. Airport

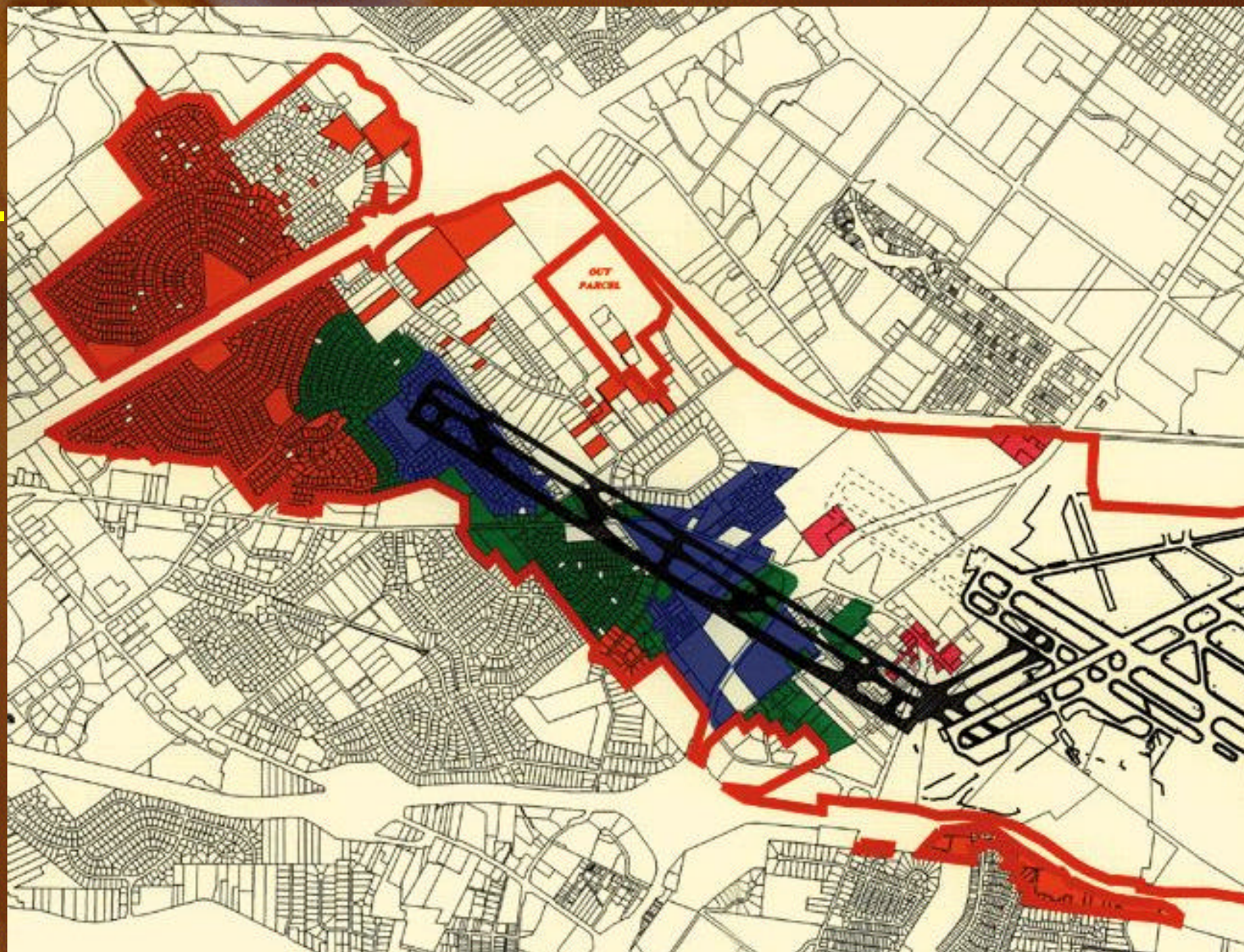
✈ New Runway

- Allows for simultaneous arrivals and departures in IFR weather
- Requires acquisition of almost 2,000 residences and businesses
- Not the environmentally preferred alternative, but met the purpose and needs of the project



✓ Land Acquisition





Conclusions

✈ Risks

- Can / Will Generate Negative Criticism
- May Politicize the Program
- May Highlight Inherent Weaknesses in the Base Assumptions Supporting the Program

Conclusions

✈ Benefits

- Establishes an Objective Baseline of Benefits and Liabilities
- Elicits the Support of the Business Community and other Interested Stake-holders
- May Generate Political and Financial Support
- Identifies Potentially Adverse Impacts on the Environment which may be Mitigated Before Irreversible Damage is done