

## Wild and Scenic Rivers

There are no designated wild and scenic rivers within Erie County to be impacted by the proposed project or any of the reasonably foreseeable development actions.

## Selection of Preferred Alternative

Section 3.0—*Potential Environmental Impact Analysis* provided a discussion of the impacts from the three alternatives evaluated during this EA. Table 37—*Summary of Impacts—All Categories* summarizes all of the impact categories and their potential impacts if each of the alternatives was implemented. Meanwhile, Table 38—*Summary of Significant Impacts and Mitigation* includes only those categories where potential significant impacts were identified and an overview of proposed mitigation measures as identified in the EA.

### 4.1 Purpose and Need

This section restates the purpose and need from Section 1.

As the owners and operators of the airport, EMAA in cooperation with the FAA, updated the 1990 airport master plan in order to identify the regional aviation demands at the airport for the next 20 years. The planning process evaluated the potential of the airport and identified specific opportunities for meeting aviation demand and developing airport facilities. The needs identified for the project were:

- Protect and enhance safety
- Accommodate the critical design aircraft (McDonnell Douglas DC-9), for which a 7,500 foot length runway is recommended, correcting existing airport design standard deficiencies for runway safety area (RSA) and runway object free area (ROFA)
- Accommodate international business development plans for Erie Aviation, Inc. who is a partner of EMAA developing international business and is an integral part of the airport
- Be consistent with long term development planning and provide economic benefits for the city and region
- Improve limited ability to provide adequate system linkage as part of the NPIAS

During the forecasting effort for the master planning process, the FAA reviewed and approved the operations forecasts and the critical design aircraft (McDonnell-Douglas DC-9). Since then the critical aircraft has changed from a DC-9 (passenger aircraft) to a DC-9 (cargo aircraft).

Notwithstanding this change in aircraft operation type, the runway length requirement for a DC-9 cargo aircraft remains at 7,500 feet. The purpose of the project is to accommodate the DC-9 aircraft based on a recently executed agreement between the German firm Zuckerwatte and Erie Aviation Inc. (See Erie Aviation, Inc. letter dated February 16, 2004 in Appendix B).

A runway length validation was conducted as a result of the change in the design aircraft from passenger to cargo. The analysis (see Appendix O) concludes that the recommended runway length 7,500 feet remains valid.

### 4.2 Summary of Impacts

The following paragraphs provide a brief summary of the potential impacts for each proposed alternative evaluated during this EA. Table 37 below summarizes the impacts for the evaluated alternatives and proposed mitigation for significant impacts, respectively.

*Alternative 1, No-Action*

This alternative has the lowest overall environmental impact of the alternatives. Although this is described as “No Action,” there are potential impacts that could result from upgrading ERI to meet current FAA design and safety standards. Potential impacts from Alternative 1 are in the following categories:

- Compatible land use

Benefits of Alternative 1 include the following:

- Capital cost savings
- No environmental impact

Since Alternative 1 does not meet the project needs, it was eliminated as a possible choice.

*Alternative 3, Extend Runway 24 End 1,900 Feet*

Potential impacts from Alternative 3 are in the following categories:

- Air quality
- Compatible land use
- Construction impact
- DOT Act, Section 4(f)
- Farmlands
- Fish, wildlife, and plants
- Hazardous materials, pollution prevention, and solid waste
- Light emissions
- Noise
- Secondary (induced) impacts
- Socioeconomic, environmental justice, and children’s environmental health & safety risks
- Water quality
- Wetlands
- Cumulative impacts

Alternative 3 meets the project needs.

Benefits of Alternative 3 include the following:

- Runway safety area deficiencies are addressed
- Runway length deficiencies are addressed
- Meets project purpose and need
- Relocated Powell Avenue
- Reconfigures and provides landscaping for the Millcreek Township Golf Course
- Addresses non-compatible land uses through residential/commercial relocations
- Mitigates for existing noise impacts

*Alternative 8, EMAS Extend Runway 24 End 1,520*

Potential impacts from Alternative 8 are in the following categories:

- Air quality
- Compatible land use
- Construction impact

- DOT Act, section 4(f) impact
- Farmlands
- Fish, wildlife, and plants
- Hazardous materials, pollution prevention, and solid waste
- Light emissions
- Noise impact
- Secondary (induced) impacts
- Socioeconomic, environmental justice, and children's environmental health & safety risks
- Water quality
- Wetlands
- Cumulative impacts

Alternative 8 meets the project needs.

Benefits of Alternative 8 include the following:

- Runway safety area deficiencies are addressed
- Runway length deficiencies are addressed
- Meets project purpose and need
- Relocated Powell Avenue
- Reconfigures and provides landscaping for the Millcreek Township Golf Course
- Addresses non-compatible land uses through residential/commercial relocations
- Mitigates for existing noise impacts