

Biedenharn, Tom

From: Regina Holman [rholman@flydayton.com]
Sent: Friday, April 15, 2011 9:11 AM
To: Biedenharn, Tom
Cc: Brown, April
Subject: FW: Proposed non-aeronautical use of former cargo sort facility at DAY - required environmental documentation for FAA.
Attachments: Final Condensed EA.doc

Email for Public Records request Mark Herres

Regina M. Holman
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-----Original Message-----

From: Mary.Jagiello@faa.gov [mailto:Mary.Jagiello@faa.gov]
Sent: Thursday, March 03, 2011 3:27 PM
To: Regina Holman; Gilbert Turner
Subject: Fw: Proposed non-aeronautical use of former cargo sort facility at DAY - required environmental documentation for FAA.

Gil/Regina:

Here is information on environmental requirements for the release of the UPS facility. As you can see, it is not a simple categorical exclusion. In addition, the DET ADO planner has great concern about the aviation infrastructure that the FAA has already invested heavily in.

An interim use agreement might better suit your needs. By doing an interim use agreement, we do not have to go through the full environmental process and at such time that the facility is needed for aeronautical purposes, the valuable aviation infrastructure would still be in tact.

Please review the information and perhaps we can set up a time to talk next week.

Mary W. Jagiello
Detroit Airports District Office
734-229-2956

----- Forwarded by Mary Jagiello/AGL/FAA on 03/03/2011 03:20 PM -----

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| From: |

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|Brad N Davidson/AGL/FAA
|AGL-DET-ADO, Detroit, MI
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|To: |
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|Mary Jagiello/AGL/FAA@FAA
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|Cc: |
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|Brad N Davidson/AGL/FAA@FAA
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|Date: |
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|03/03/2011 02:12 PM
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|Proposed non-aeronautical use of former cargo sort facility at DAY - required
environmental documentation for FAA.
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Mary,

In review of the proposed release of the former cargo sort facility for non-aviation purposes I wanted to inform you and the sponsor of the required level of environmental documentation to have completed for the action.

Due to the sheer size of the facility, for any reuse of the facility the ADO does not foresee a plausible scenario where a Categorical Exclusion and not trigger an extraordinary

circumstance. Based solely on the potential impacts on air quality, local infrastructure needed improvements to facilitate new use, and the associated cumulative impacts with the reuse plan, the ADO is requesting the sponsor to complete (or have completed) an Environmental Assessment (EA). Because the facility has already been constructed and most if not all of the typical environmental impacts have already occurred (e.g. filling of wetlands, culvert of drains, disturbance of soil, etc) the EA should be focused on only those areas where potential additional impacts may occur. Because of the focused nature of the EA, the ADO would recommend using the Great Lakes Regional Condensed EA format. I have attached a copy of the condensed EA for the sponsor's review.

Please note that with the condensed EA, there will be a need to offer the public an opportunity to attend a public hearing if requested. The ADO would suggest that the sponsor plan on holding a public hearing upon completion of the document and concurrence with the findings by the FAA.

A final note: At this time I can not support a full release of the land for fee acquisition due to the impacts that it would have on the remainder of the aviation infrastructure that the FAA has already invested heavily in.

Sincerely,

Brad N. Davidson, P.E.
Environmental Protection Specialist
Detroit - ADO
734-229-2916

(See attached file: Final Condensed EA.doc)