



CLT Charlotte Douglas International Airport

Environmental
Impact Statement
Scoping Overview





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What is the National Environmental Policy Act (NEPA)?

NEPA is a federal statute that requires federal agencies to evaluate the potential environmental effects of a proposed project, and inform and involve the public before making decisions.



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Overview

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of Charlotte Douglas International Airport's (CLT) proposal to construct a fourth parallel runway and other projects. The CLT EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the proposal.

The EIS will be conducted in accordance with the National Environmental Policy Act (NEPA); Council on Environmental Quality (CEQ) Regulations (Title 40 of the Code of Federal Regulations, Parts 1500-1508); and other applicable FAA orders, directives, and guidance.

Scoping is one of the first steps of the NEPA process. It allows the public and government agencies to learn about the Proposed Project and help define the scope of the EIS by suggesting alternatives that meet its purpose and need and by raising concerns and issues.



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What is the Proposed Project?

1. **Fourth Parallel Runway 1-19 and End Around Taxiways:** Construction of a 12,000-foot runway.


The airport's preferred location is between existing center runway, 18C-36C, and west runway 18R-36L. The project also includes associated taxiways, including a partial north End Around Taxiway, a full south End Around Taxiway, and parallel, high-speed exit and connector taxiways.

2. **Concourse B and Ramp Expansion:** Extending Concourse B to the west, creating 10 to 12 additional gates and expanding the ramp to support the Concourse B expansion and additional gates.

3. **Concourse C and Ramp Expansion:** Extending Concourse C to the east, creating 10 to 12 additional gates. Ramp expansion associated with Concourse C is needed to facilitate aircraft movement between the east and west airfield outside of the immediate terminal ramp.

4. **Daily North Parking Garage:** Construction of a parking deck at the north entrance of the Airport.

The project includes relocating West Boulevard and decommissioning of crosswind Runway 5-23.



Charlotte-Douglas International Airport (CLT or the Airport), located in Charlotte, North Carolina is the 6th busiest airport in the United States.

Aircraft taxiing at CLT



Four Primary Project Elements that Make Up the Proposed Action



— Existing West Boulevard Future Non-EIS Projects Airport Property
 Roads Proposed RPZ

0 0.5 1 Miles
 Source: MacKlenburg County GIS, North Carolina 2017, ESRI ArcGIS Online
 Note: Closure of portion of existing West Boulevard not shown on map.

Why is the Proposed Project Needed?

Charlotte Douglas International Airport (CLT) in North Carolina, is the sixth busiest airport in the United States. The FAA forecasts that flights at CLT will grow at an average rate of almost 1.85 percent annually, from more than 545,000 flights in 2016 to 745,000 flights in 2033 and from 21.7 million enplanements to 31.5 million enplanements during the same timeframe.

Charlotte's Airport Capacity Enhancement Plan (ACEP) recommended that the City of Charlotte complete airfield and terminal improvements by 2028 to accommodate future aviation demand at CLT. Current airfield, terminal, aircraft gate area, and vehicle parking facilities at CLT have limitations that make it challenging for the airport, which operates as a major airline hub. These limitations result in excessive congestion and delays. Improvement of these areas is proposed to address increasing congestion and delays.

What are the Roles of the FAA and the City of Charlotte in Preparing the EIS?

The FAA is the lead federal agency for the EIS. The FAA is responsible for complying with NEPA and other environmental laws, regulations, and orders. As part of the process for preparing an EIS, the FAA must consider and disclose the potential impacts of a proposed action and its alternatives on the quality of the human environment.

The City of Charlotte is the owner and operator of the Airport and is the Project Sponsor. The City of Charlotte not the FAA, is responsible for proposing airport development projects, such as the Proposed Project that will be examined in the EIS. The Federal Aviation Act of 1958 requires the Project Sponsor to obtain FAA approval to construct the Proposed Project at the Airport.

Aircraft on runway for take off





Aerial view of Concourse C at CLT

What is the NEPA Process for the Proposed Project?

What is NEPA?

NEPA is a federal statute that requires federal agencies to evaluate the potential environmental effects of a proposed project, and inform and involve the public before making decisions.

What is an EIS?

An EIS is a detailed written statement that defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of, and identifies measures that may mitigate the effects of, a proposed project. An EIS also considers a “no action” alternative. The FAA published in the Federal Register on March 22, 2018, a Notice of Intent (NOI) to prepare an EIS, open a comment period, and hold agency and public scoping meetings.

What Areas Could Be Affected?

The Study Area is the geographic area that the Proposed Project could affect (see page 8).

What will the EIS Analyze?

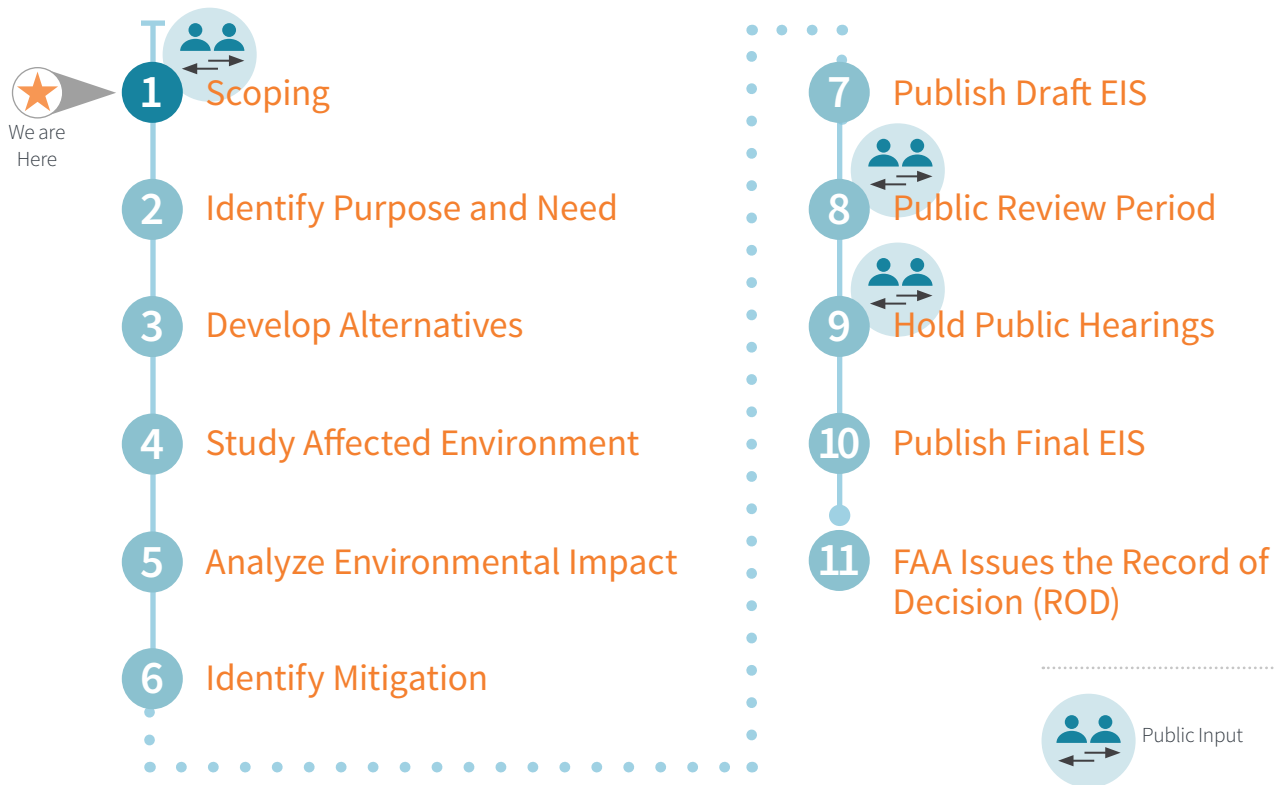
The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Project. As outlined in FAA Order 1050.1F, the EIS will consider impacts to the following resources:

- » Air quality
- » Biological resources
- » Climate
- » Farmlands
- » Ground transportation
- » Hazardous materials, solid waste, and pollution prevention
- » Historical, architectural, archeological, and cultural resources
- » Land use
- » Natural resources and energy supply
- » Noise and noise-compatible land use
- » Resources protected under the Department of Transportation Act, 49 U.S.C. §303(c) (known as “Section 4(f)” resources)
- » Socioeconomics, Environmental justice, and children’s environmental health and safety risks
- » Visual effects
- » Water resources

What are the Next Steps?

The FAA will review all comments and input provided during the scoping process. The FAA will then begin the technical studies to develop the Draft EIS. The FAA will hold public hearings on the Draft EIS and again consider public comments before issuing the Final EIS and Record of Decision (ROD).

NEPA Process for the EIS



1 Scoping

Begins with publication of the Notice of Intent in the Federal Register. Scoping is an early and open process for determining the scope of issues to be addressed in an EIS and identifying the significant issues related to a Proposed Project.

2 Identify Purpose and Need

Defines the problem being addressed and describes the desired outcomes of the Proposed Project.

3 Develop Alternatives

Identifies the range of reasonable and feasible alternatives that will be rigorously explored and objectively evaluated in the EIS. Alternatives eliminated from detailed study, and the reasons for their elimination, will also be discussed.

4 Study Affected Environment

Documents existing conditions within the Project Study Area.

5 Analyze Environmental Impact

Evaluates the potential direct, indirect, and cumulative impacts of the Proposed Project and alternatives.

6 Identify Mitigation

Identifies measures to avoid, minimize, or mitigate any potential significant impacts.

7 Publish Draft EIS

Identifies and describes the Proposed Project; Purpose and Need; Alternatives; Affected Environment; Environmental Impact Analysis; and Mitigation Measures. The Draft EIS also identifies any special purpose environmental laws that apply to the Project and demonstrates how the FAA will comply with those laws.

8 Public Review Period

The public review period begins with publication of the Notice of Availability in the Federal Register. The public review period, which will be at least 45 days, allows interested parties and members of the public to review and comment on the scope and content of the Draft EIS.

9 Hold Public Hearings

Provides opportunity for the public to learn about and discuss the Proposed Project with technical experts and provide oral or written comments on the Draft EIS.

10 Publish Final EIS

Responds to public and agency comments on the Draft EIS, identifies the preferred alternative, and presents the final evaluation of potential impacts and mitigation measures.

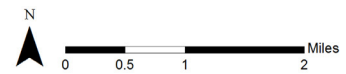
11 FAA Issues the Record of Decision (ROD)

Identifies the alternative the FAA has selected for implementation by the Project Sponsor, provides the rationale for the selected alternative, and documents required mitigation measures. Issuance of the ROD is the final step in the NEPA process.

Generalized Study Area



- Generalized Study Area
- Airport Property



S: Mecklenburg County/Gaston County GIS, North Carolina 2017, North Carolina State Historic Preservation Office, 2017

What is the Schedule for the Proposed Project?

The following graphic identifies the major milestones and anticipated time frames for the Proposed Project.



What are the Opportunities for Providing Input and Reviewing Additional Information?



Members of the public may submit questions and comments to the FAA via:

Mail

Tommy L. Dupree, Assistant Manager

FAA, Memphis Airports District Office
2600 Thousand Oaks Blvd., STE 2250
Memphis, TN 38118-2462

Email

clteis@faa.gov

Web

www.regulations.gov

In person at the public meetings.

The public will have several opportunities to provide input and comments on the Proposed Project during the EIS process. Public input will provide valuable information to the FAA in its evaluation of alternatives, potential impacts, and possible mitigation measures.

The FAA will maintain an EIS website, www.CLTEIS.com, throughout the NEPA process with project updates, meeting information, status reports and schedules, study highlights, and other information. The FAA will also post reports generated during the EIS. The public may also download the EIS comment form and sign up for the EIS distribution list.

