

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. The Federal Aviation Administration (FAA) is the lead federal agency preparing an Environmental Impact Statement (EIS) for a Proposed Project at Charlotte Douglas International Airport (CLT).

What is an Environmental Impact Statement (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.

The EIS is not intended to assess noise impacts from recently changed flight procedures.

Roles and Responsibilities for Preparing the EIS

The Federal Aviation Administration (FAA) is the **Lead Federal Agency**. The FAA's responsibilities include:

- Serving as the Project Lead
- Providing Independent Review of the Proposed Project
- Directing the Environmental Impact Statement (EIS) Content and Schedule
- Ensuring compliance with the National Environmental Policy Act (NEPA), Council on Environmental Quality NEPA regulations, FAA environmental orders, and other environmental requirements such as special purpose laws (for example, The Clean Water Act and the National Historic Preservation Act).

The City of Charlotte is the **Project Sponsor**. The Project Sponsor's responsibilities include:

- Adhering to federal, state, and local laws and requirements
- Providing data to the Project Team
- Assisting the FAA, if requested, in public outreach efforts and engaging with the surrounding community during the NEPA public involvement process

VHB leads the Consultant Team. The Consultant Team's responsibilities include:

- Working under the direction of the FAA to prepare the EIS



Public Involvement and How to Comment

The Federal Aviation Administration (FAA) is committed to complete, open, and effective participation in agency actions and decisions. During the scoping process, you will have several opportunities to provide input and comments on the Proposed Project. Your comments will help define the scope and content of the EIS.

To Provide Oral Comments Publicly:

1. Sign up at the welcome desk and take a number.
2. Provide up to a three-minute comment when your number is called.

Your comments will be recorded by a stenographer. Comments may also be provided to a stenographer privately.

To Provide Written Comments:

1. Write your comments on the forms available at the welcome desk and by comment boxes.
2. Place your written comments in one of the comment boxes.
3. Alternatively, mail or email your comments postmarked by May 7, 2018 to contact below.

FAA Contact Information

Tommy L. Dupree, Assistant Manager
FAA, Memphis Airports District Office
2600 Thousand Oaks Blvd., STE 2250
Memphis, TN 38118-2462

Phone: (901) 322-8180

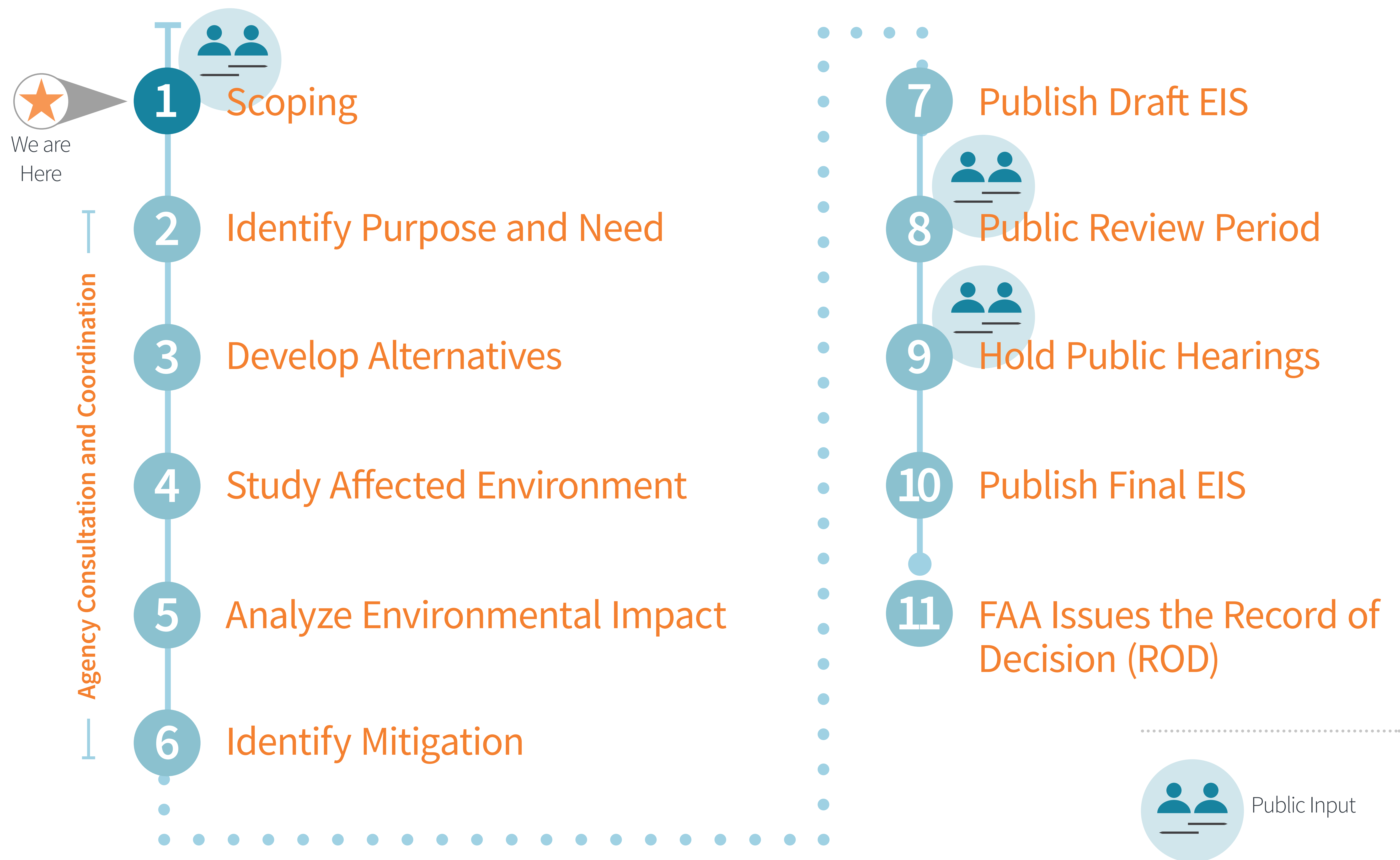
Fax: (901) 322-8195

Project Email Address: CLTEIS@faa.gov

Project Website: www.CLTEIS.com

The Scoping Comment Period Ends May 7, 2018

(Comments must be postmarked by May 7, 2018.)



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.

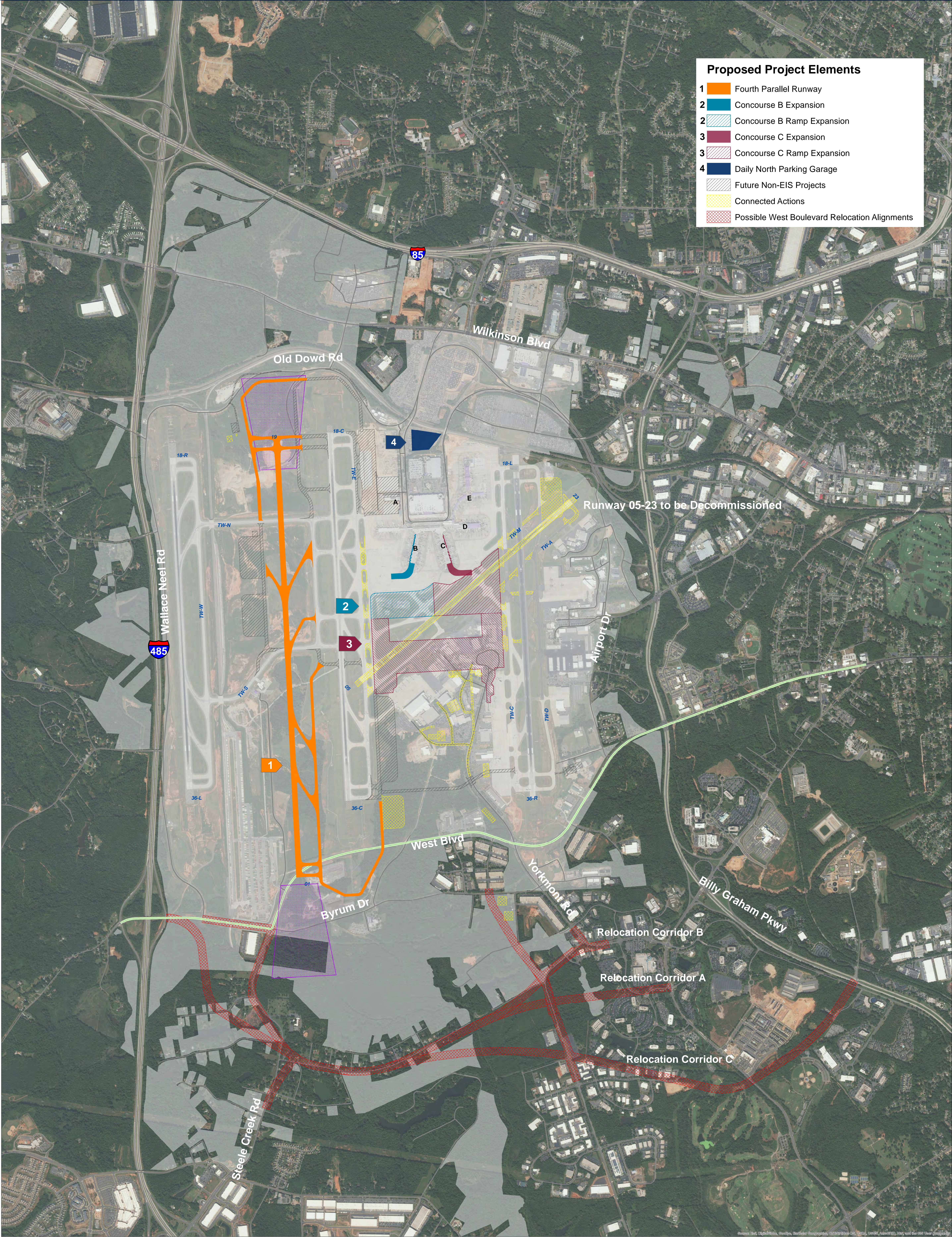
Anticipated Schedule



EIS Environmental Impact Statement

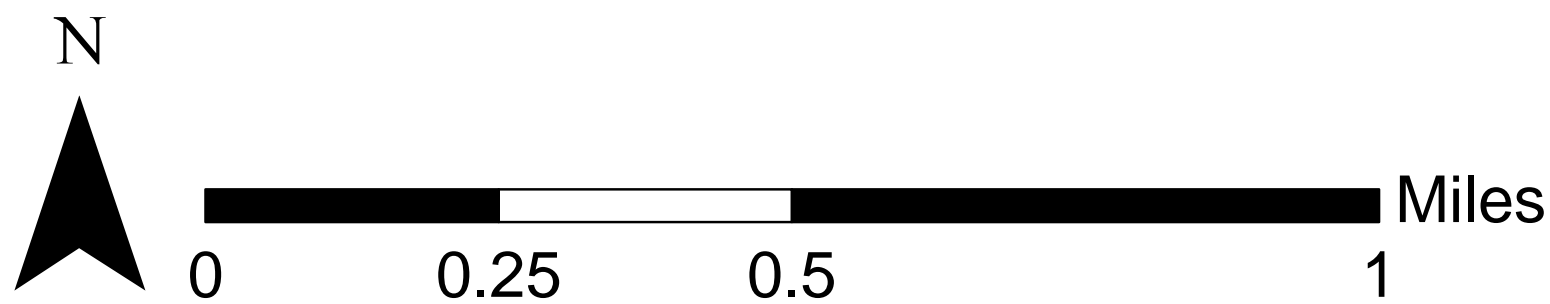


Proposed Action



Legend

- Roads
- Airport Property
- Proposed RPZ
- Existing West Boulevard



Source: Mecklenburg County GIS, North Carolina 2017, ESRI ArcGIS Online



Proposed Action

Proposed Project Elements	Description
Fourth Parallel Runway 1-19 and End Around Taxiways	<ul style="list-style-type: none">✓ Construct 12,000-foot runway including End Around Taxiways✓ Improves airfield operations
Concourse B Expansion and Ramp	<ul style="list-style-type: none">✓ Extend Concourse B to the west✓ Create 10-12 additional gates✓ Expand ramp to support concourse expansion and additional gates✓ Relieves congestion, reduces delays, and enhances capacity
Concourse C Expansion and Ramp	<ul style="list-style-type: none">✓ Extend Concourse C to the east✓ Create 10-12 additional gates✓ Expand ramp to support concourse expansion and additional gates✓ Relieves congestion, reduces delays, and enhances capacity
Daily North Parking Garage	<ul style="list-style-type: none">✓ Construct a parking garage at north entrance of Airport✓ Enables increased parking capacity

Construction of the new runway along with terminal and ramp expansion projects would require decommissioning of Runway 5-23 and relocation of West Boulevard.

No Action Alternative

Under the future **No Action Alternative** (2028):

- The Airport infrastructure would be similar to current day conditions
- Other planned airport improvement projects for which the FAA has given National Environmental Policy Act (NEPA) approval but that may not yet be constructed

Under this scenario, the Airport would continue to experience:

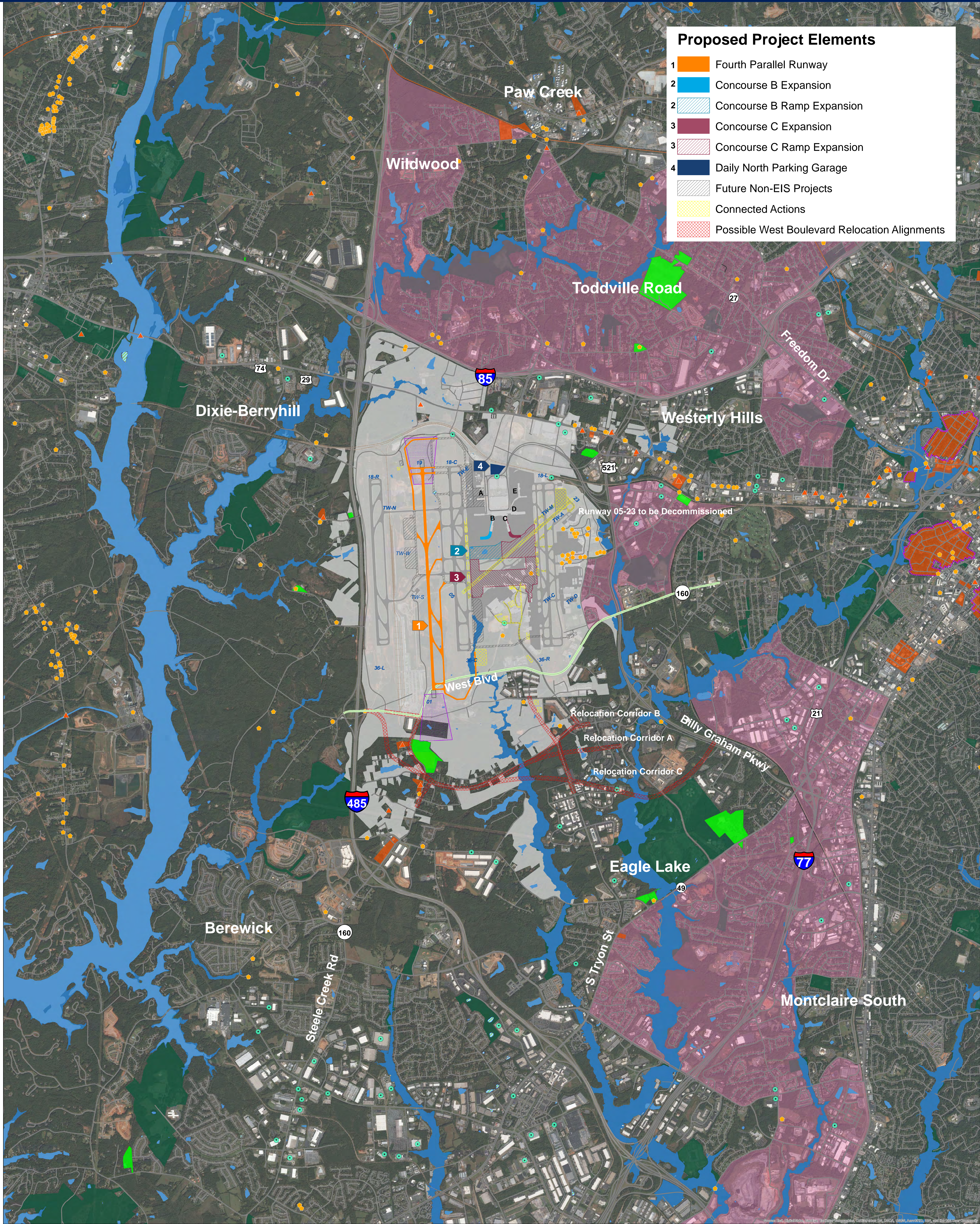
- Increases in delay per operation that would nearly double from 2016 to 2033 with the existing runway facilities
- Peak hour demand of the runway system would continue to be exceeded with the concentrated arrival and departure activity associated with the airline hub
- Congestion and inefficient runway operations would threaten schedule reliability for the efficient airline hub operation
- Inefficient runway operations due to the taxiway and ramp design and the presence of the crosswind Runway 5-23 in relation to ramp operations
- Congestion in the terminal ramp and departure queuing area
- Overcrowded conditions in Concourses B and C due to a shortage of suitable gates and undersized holdrooms and corridors
- Need for additional parking

Environmental Impact Categories to be Evaluated in the Environmental Impact Statement (EIS)

- ✓ Air Quality
- ✓ Biological Resources (including fish, wildlife, and plants)
- ✓ Climate
- ✓ Department Of Transportation Act, Section 4(f) Resources (Parks/Historical Resources)
- ✓ 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
- ✓ Socioeconomics, Environmental Justice, Children's Environmental Health and Safety Risks
- ✓ Visual Effects (including light emissions)
- ✓ Water Resources (including wetlands, floodplains, surface waters, groundwater, and Wild and Scenic Rivers)



Environmental Resources



Legend

- Roads
- Existing West Boulevard
- Airport Property
- Environmental Justice Communities

- Open Areas/ Parks
- Wetlands
- Water Resources
- FEMA Floodplain
- Hazardous Material Sites

- National Register Eligible Site
- National Register Individual Listing
- Surveyed Historic Resource (status to be determined)
- National Register Historic District
- Local Historic Districts
- Historic Cemeteries

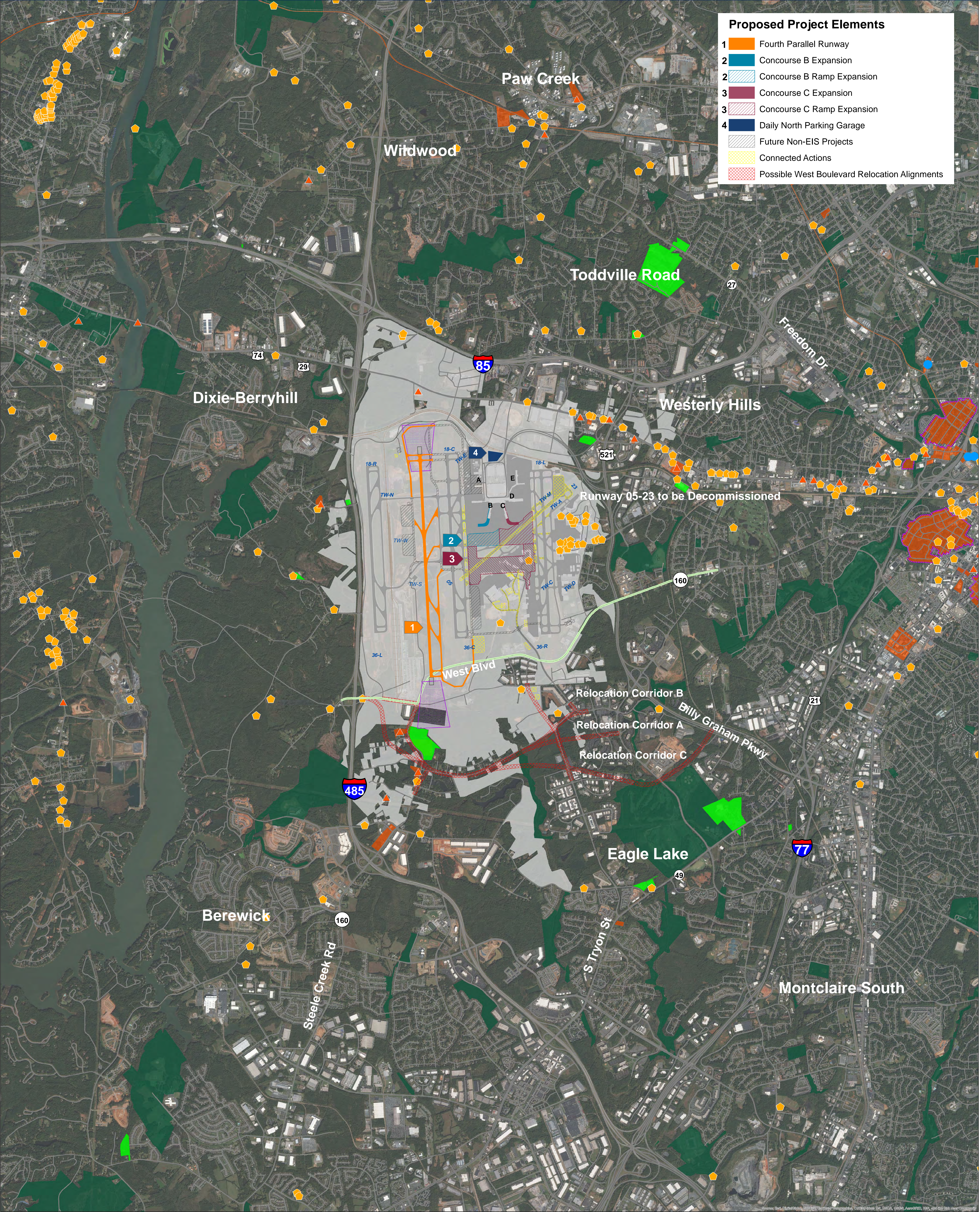


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S: Mecklenburg County/Gaston County GIS, North Carolina 2017
North Carolina State Historic Preservation Office, 2017
North Carolina Department of Environmental Quality, 2017
North Carolina Natural Heritage Program, 2017
Natural Resources Conservation Service, 2018
United States Environmental Protection Agency, 2017



Cultural Resources/Parks and Open Spaces



Legend

- Roads
- Airport Property
- Open Areas/ Parks
- National Register Eligible Site
- National Register Individual Listing
- Surveyed Historic Resource (status to be determined)
- National Register Historic District
- Local Historic Districts
- Historic Cemeteries

N

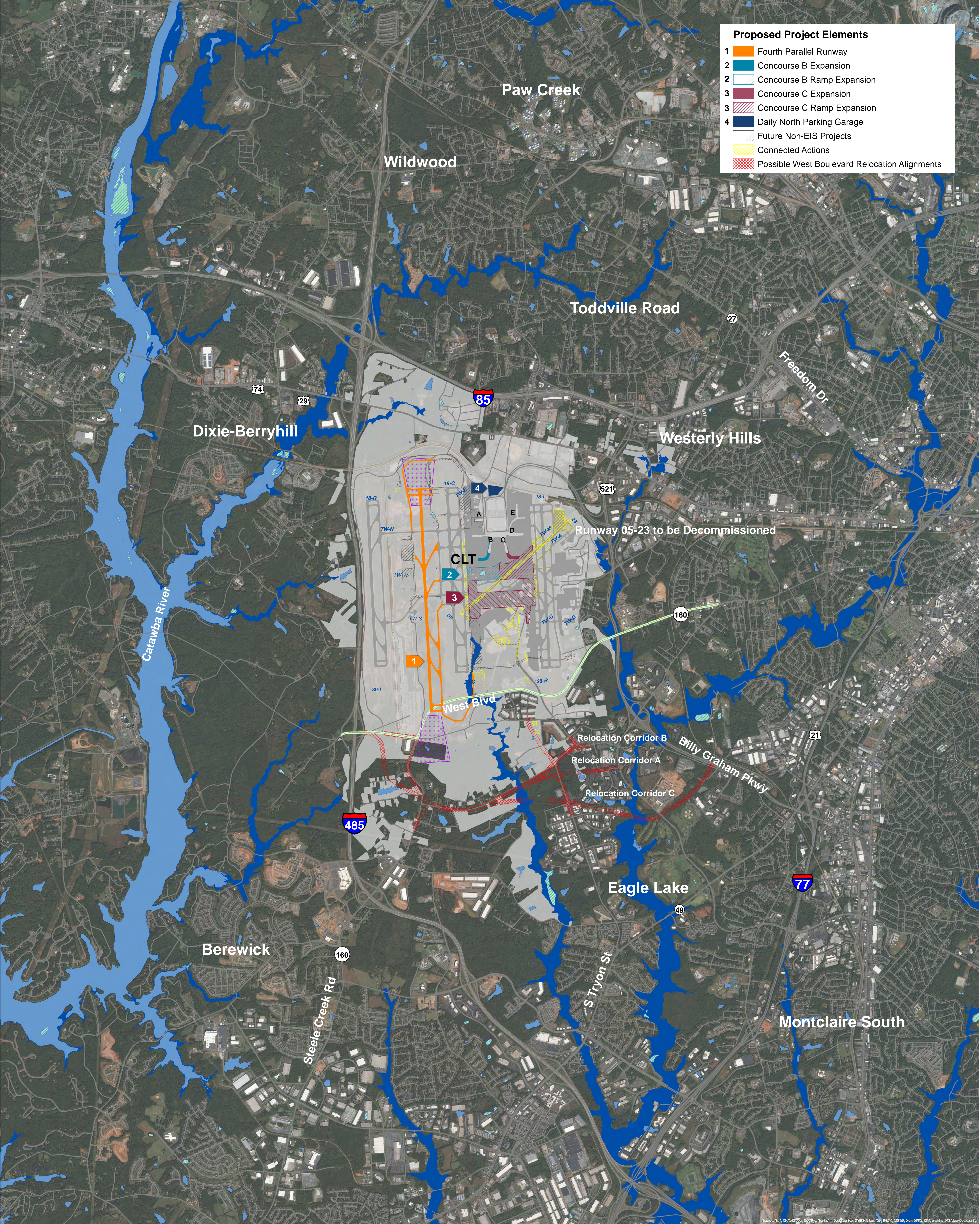


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North Carolina State Historic Preservation Office, 2017
North Carolina Department of Environmental Quality, 2017
North Carolina Natural Heritage Program, 2017
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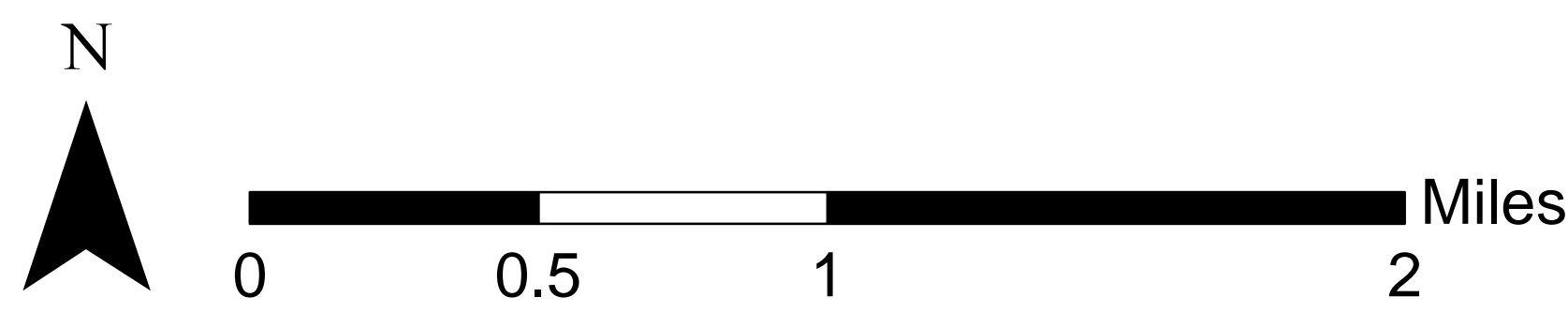


Water Resources

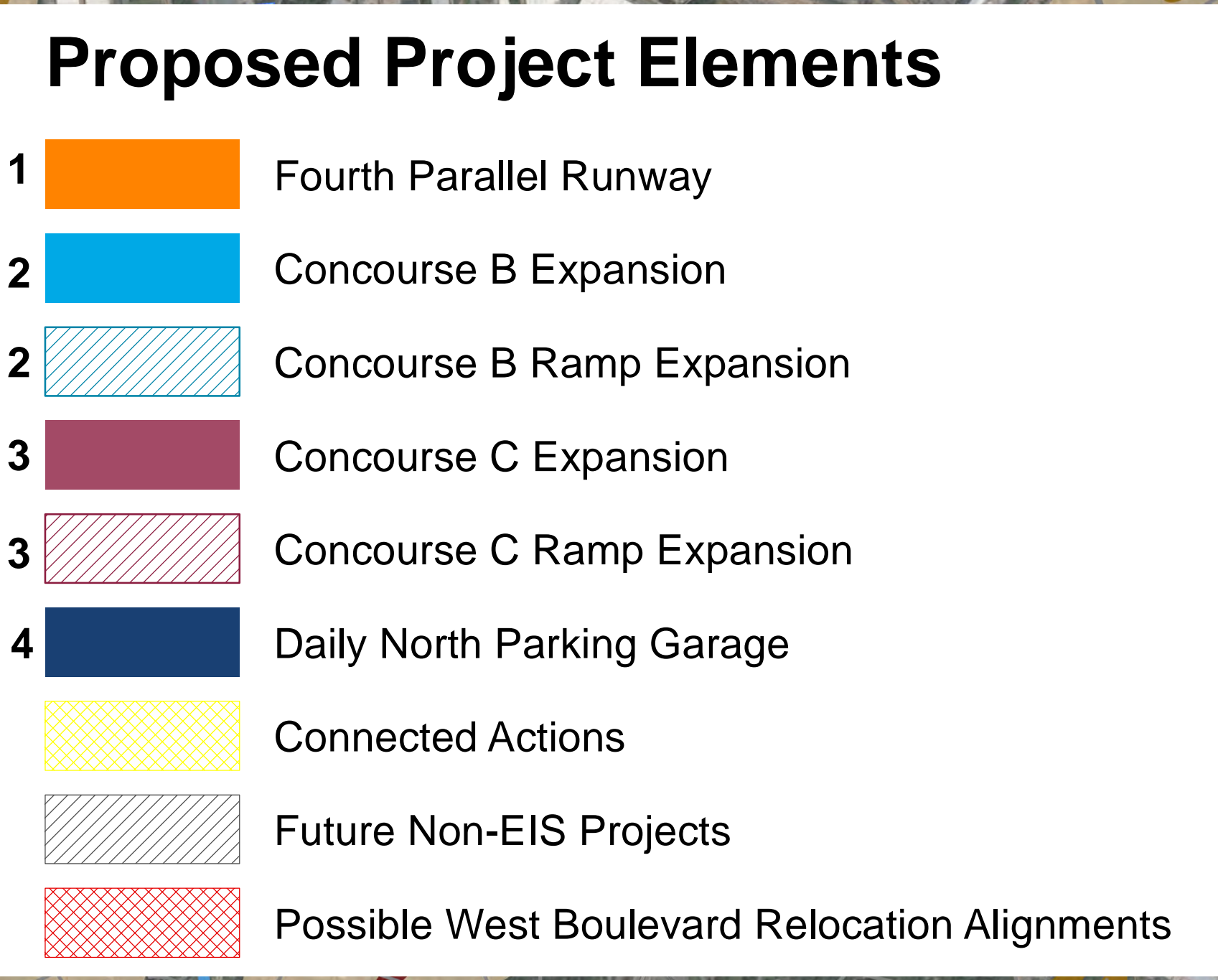


Legend

- Roads
- Existing West Boulevard
- Airport Property
- Wetlands
- Water Resources
- FEMA Floodplains and Floodways






S: Mecklenburg County/Gaston County GIS, North Carolina 2017
North Carolina Department of Environmental Quality, 2017
United States Environmental Protection Agency, 2017



— Roads

— Roads
— Existing West Boulevard
— Airport Property

 Wetlands
 Water Resources
 FEMA 100-Year Floodplain

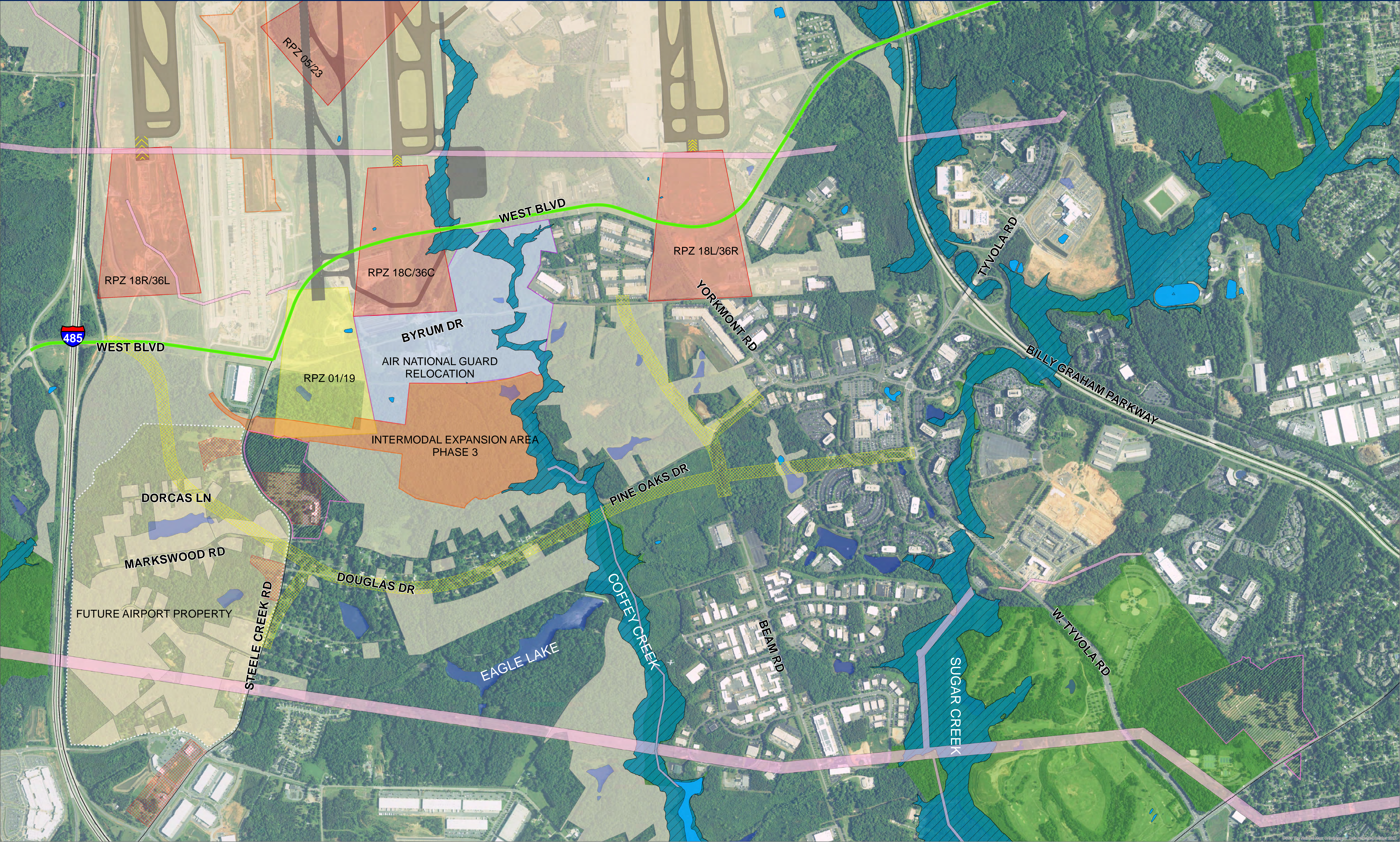
- Prime Farmland
- Farmland of Statewide Importance
- Prime Farmland if Drained/ Not Flooded












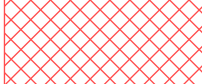


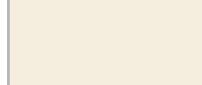


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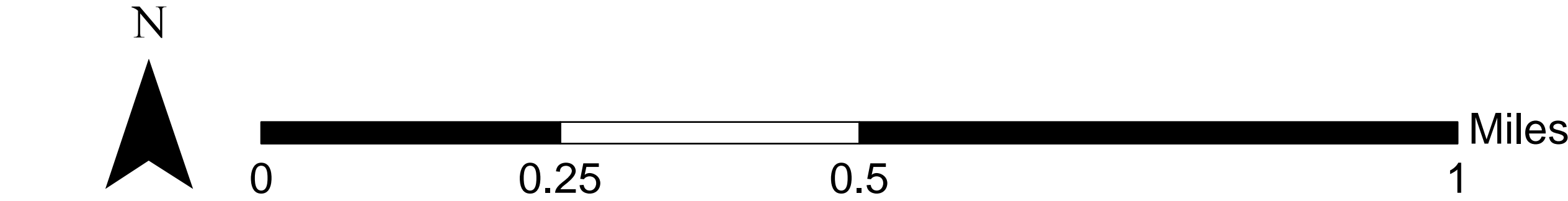
S: Mecklenburg County/Gaston County GIS, North Carolina 2017
Natural Resources Conservation Service, 2018
United States Environmental Protection Agency, 2017

West Boulevard Relocation Corridor A



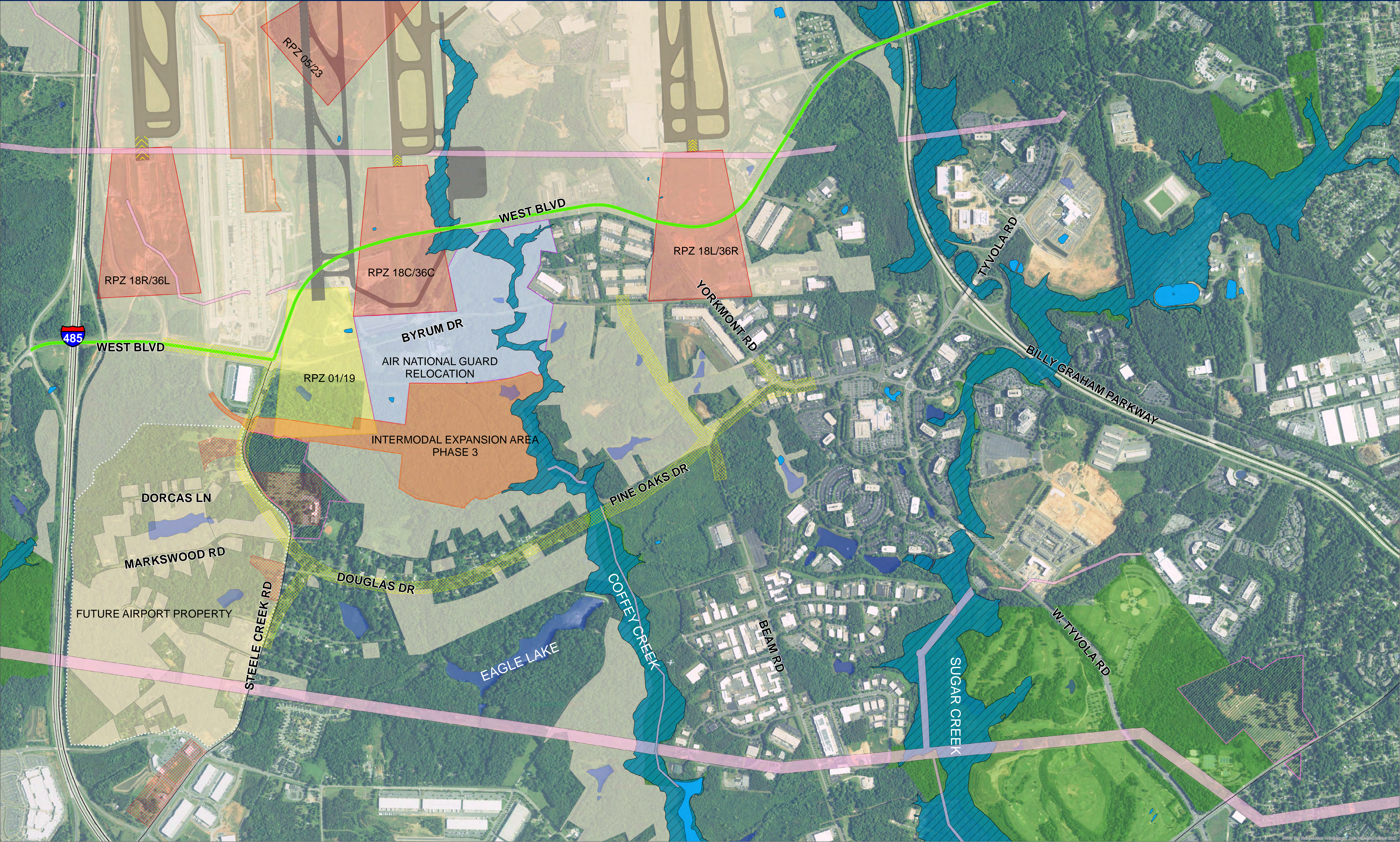
Legend

 NWI Wetlands and Ponds	 Future Airport Property	 Parks / Recreation Areas	 Utility Easement
 FEMA 100 Year Floodplain	 Historic Cemeteries	 Existing RPZ	 Corridor A
 FEMA Floodway	 Historic Properties	 Proposed RPZ (Subject of EIS)	 Existing West Boulevard
 Existing Airport Properties	 Intermodal	 Air National Guard Relocation	



Sources: Mecklenburg County GIS, North Carolina 2017, Charlotte Douglas International Airport, NCDOT
Corridor generated by VHB

West Boulevard Relocation Corridor B



Legend

NWI Wetlands and Ponds

FEMA 100 Year Floodplain

FEMA Floodway

Existing Airport Properties

Future Airport Property

Historic Cemeteries

Historic Properties

Intermodal

Parks / Recreation Areas

Existing RPZ

Proposed RPZ (Subject of EIS)

Air National Guard Relocation

Utility Easement

Corridor B

Existing West Boulevard

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0

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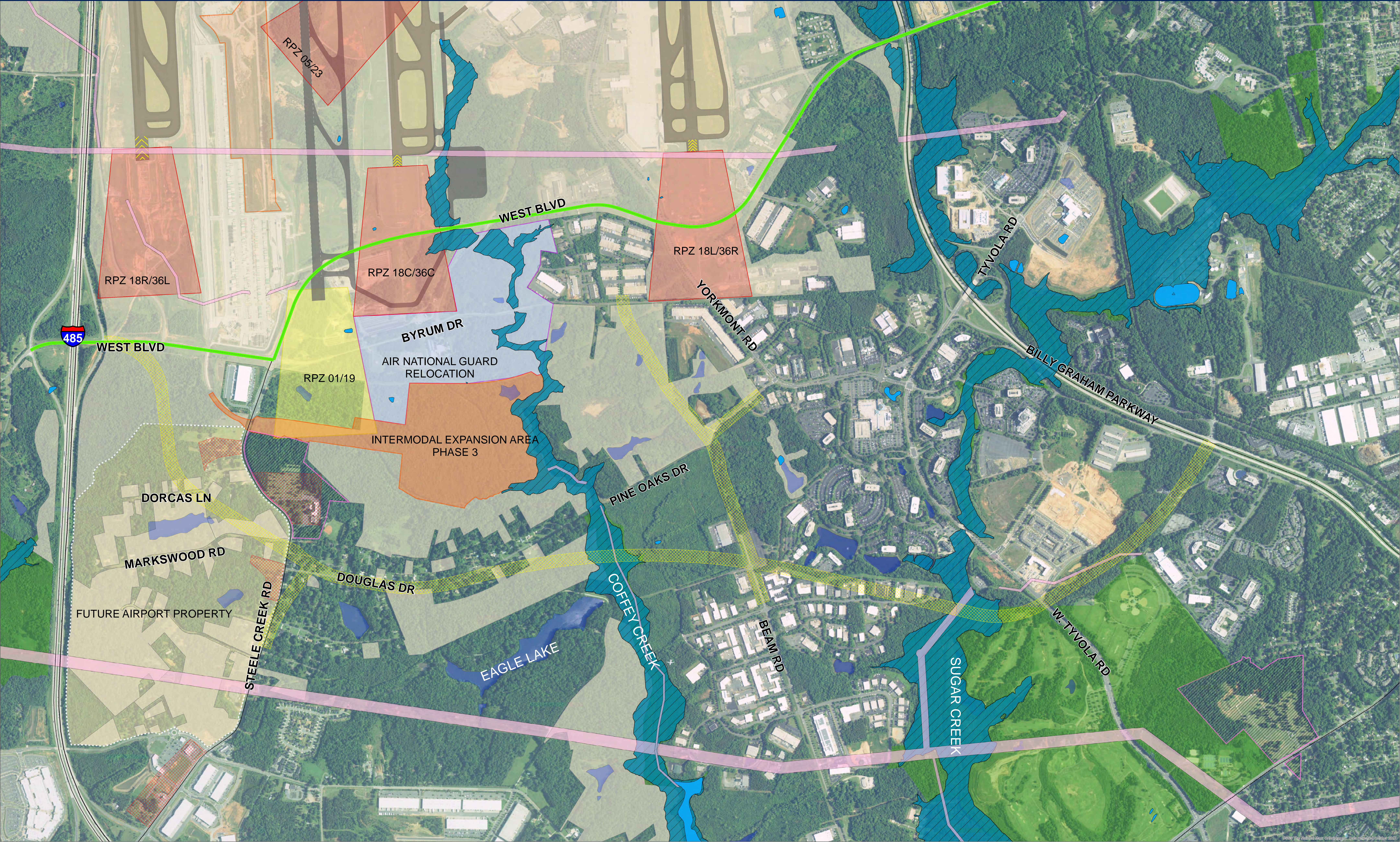
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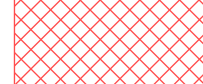


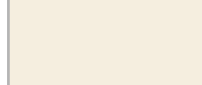


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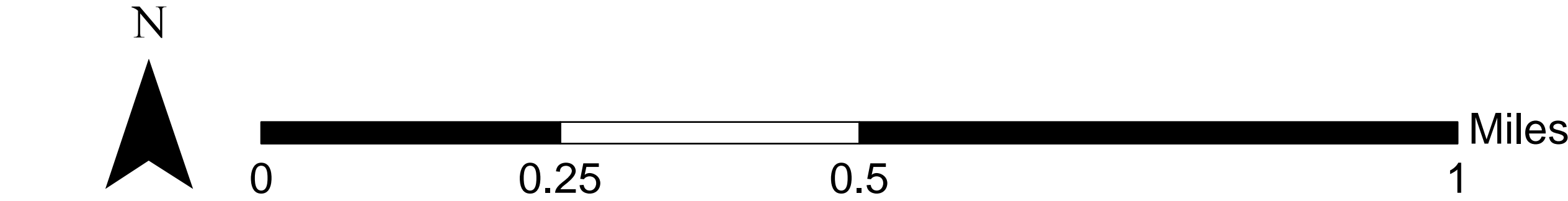
Sources: Mecklenburg County GIS, North Carolina 2017, Charlotte Douglas International Airport, NCDOT
Corridor generated by VHB

West Boulevard Relocation Corridor C



Legend

 NWI Wetlands and Ponds	 Future Airport Property	 Parks / Recreation Areas	 Utility Easement
 FEMA 100 Year Floodplain	 Historic Cemeteries	 Existing RPZ	 Corridor C
 FEMA Floodway	 Historic Properties	 Proposed RPZ (Subject of EIS)	 Existing West Boulevard
 Existing Airport Properties	 Intermodal	 Air National Guard Relocation	



Sources: Mecklenburg County GIS, North Carolina 2017, Charlotte Douglas International Airport, NCDOT
Corridor generated by VHB