

Welcome to the

**Charlotte Douglas
International Airport
Capacity Enhancements
Environmental Assessment
Public Meeting**

Conversion from an Environmental Impact Statement (EIS) to an Environmental Assessment (EA)

- The City of Charlotte (Airport Sponsor) is preparing an Environmental Assessment (EA) to evaluate the potential impacts of the Proposed Action at Charlotte Douglas International Airport (CLT).
- The Proposed Action includes various airfield and terminal capacity enhancement projects.
- The CLT Environmental Impact Statement (EIS) that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019.
- The FAA cancelled the EIS because a runway length analysis determined only a 10,000 foot runway is required to meet the purpose and need for the project.
- The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA.
- The Airport Sponsor will now comply with the National Environmental Policy Act (NEPA) by preparing an EA.
- Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action.
- The Airport Sponsor expects to complete the EA in 2020.
- The City of Charlotte will prepare the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance.

Timeline of the Conversion from an Environmental Impact Statement (EIS) to an Environmental Assessment (EA)

- **March 22, 2018** — FAA published a Notice of Intent (NOI) in the Federal Register to prepare an EIS for proposed capacity enhancements, including a 12,000-foot runway.
- **October 2018** — FAA conducted a runway length analysis for the proposed 12,000-foot runway.
- **February 27, 2019** — FAA published a Notice of Cancellation in the Federal Register announcing the cancellation of the EIS and conversion to an EA.
- **March 8, 2019** — City of Charlotte (Airport Sponsor) published a Request for Qualifications for a consultant to prepare an EA.
- **April 11, 2019** — Airport Sponsor awarded the EA contract to the L&B Consultant Team.
- **August/September 2019** — Contract negotiations between Airport Sponsor and L&B Consultant Team and preparation of the EA was initiated.

Comparison of the CLT Environmental Impact Statement (EIS) and CLT Environmental Assessment (EA) Scope and Process

	CLT EIS	CLT EA
PURPOSE	<ul style="list-style-type: none"> Analyze and disclose impacts from the Proposed Action Identify mitigation measures for significant impacts 	<i>Same as the EIS</i>
PROCESS MANAGEMENT	FAA	Airport Sponsor
AGENCY COORDINATION	Formal coordination with regulatory agencies	<i>Same as the EIS</i>
ANALYSIS	<ul style="list-style-type: none"> Analyze impacts of each alternative for 15 environmental resource categories Identify mitigation measures for significant impacts 	<i>Same level of effort as the EIS</i>
PUBLIC INVOLVEMENT	<ul style="list-style-type: none"> Two public meetings One Public Hearing 	<i>Same as the EIS</i>
COMMENT PERIOD	Minimum of 45 days	<i>Same as the EIS</i>
FEDERAL DETERMINATION	FAA prepares a federal decision and identifies any mitigation commitments	<i>Same as the EIS</i>

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.

What is an Environmental Assessment (EA)?

- The Council on Environmental Quality (CEQ) states that an EA is a “concise document” that takes a “hard look” at expected environmental effects of a proposed action.
- An EA defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of a proposed project and its alternatives, and demonstrates compliance with other Executive Orders and environmental statutes.
- The EA will analyze and document potential environmental effects from the Proposed Action and alternatives, and develop measures that may mitigate those effects.

Roles and Responsibilities for Preparing the Environmental Assessment (EA)

THE CITY OF CHARLOTTE IS THE AIRPORT SPONSOR

- Responsible for the development and direction of the EA content in accordance with National Environmental Policy Act (NEPA), all applicable federal regulations, and Federal Aviation Administration (FAA) guidance.
- Provides data to the L&B Consultant Team.
- Leads public outreach efforts and engages with the surrounding community during the NEPA public involvement process.

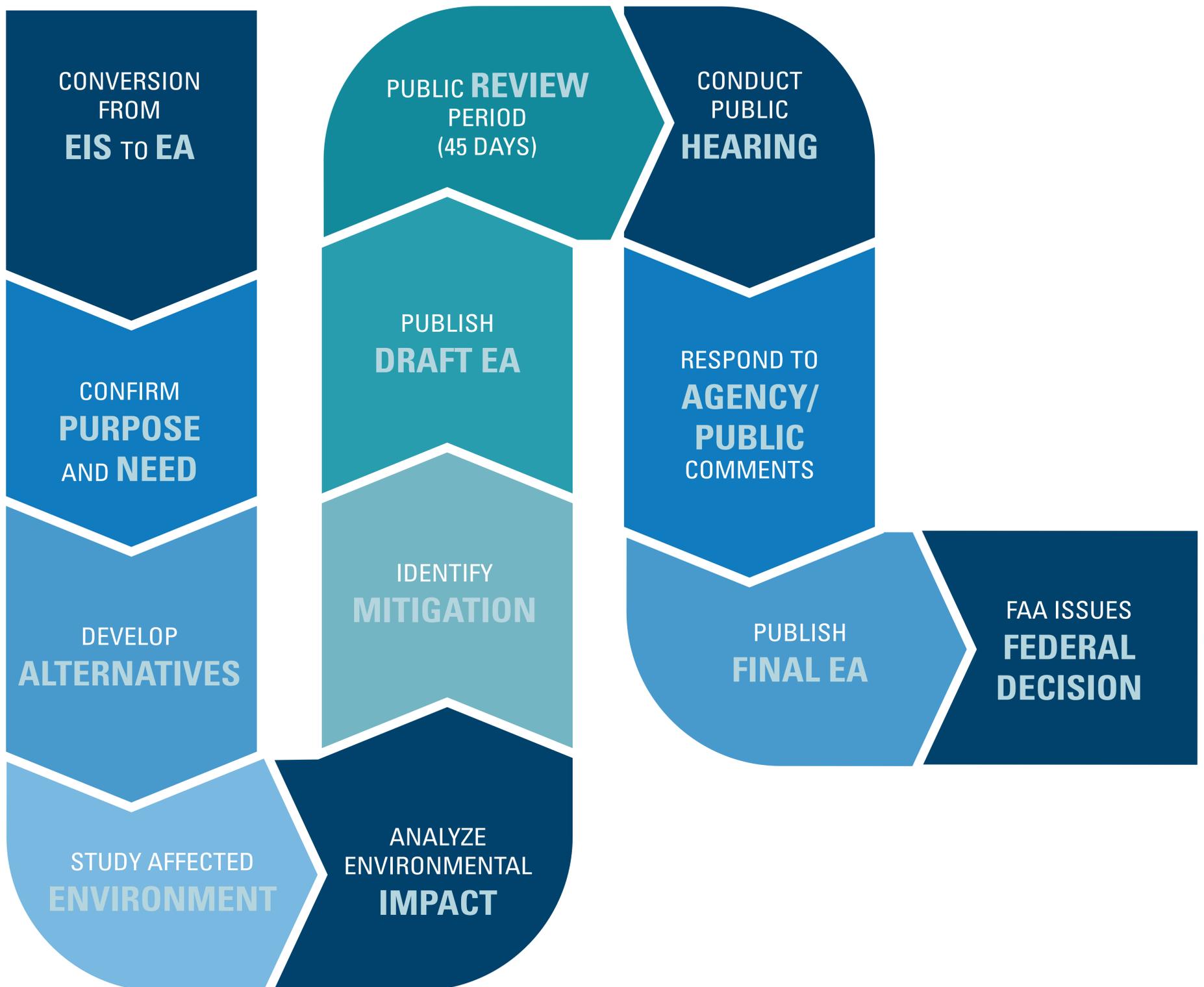
THE FAA IS THE LEAD FEDERAL AGENCY

- Responsible for compliance with the requirements of NEPA.
- Provides an independent evaluation of the environmental issues.
- Takes responsibility for the scope and content of the EA.
- Makes a final decision on whether it can issue a satisfactory environmental finding based upon the EA.
- Determines whether it may take the federal actions necessary to allow implementation of the project.
- Ensures compliance with:
 - › NEPA
 - › Council on Environmental Quality (CEQ) 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)

LANDRUM & BROWN LEADS THE CONSULTANT TEAM

- Works under the direction of the Airport Sponsor to prepare the EA
- Directs the work of subconsultants.

CLT Environmental Assessment Process (EA)



Public Involvement and How to Comment

The City of Charlotte (Airport Sponsor) is committed to a complete, open, and effective public participation process in the development of this Environmental Assessment (EA). You will have several opportunities to provide input and comments on the Proposed Action when the Draft EA is available for public review.

TO PROVIDE WRITTEN COMMENTS

- Write your comments on the forms available at the welcome desk and by comment boxes.
- Place your written comments in one of the comment boxes.
- Mail or email your comments postmarked by **November 22, 2019** to contact below.

EA CONTACT INFORMATION

- Sarah Potter
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242

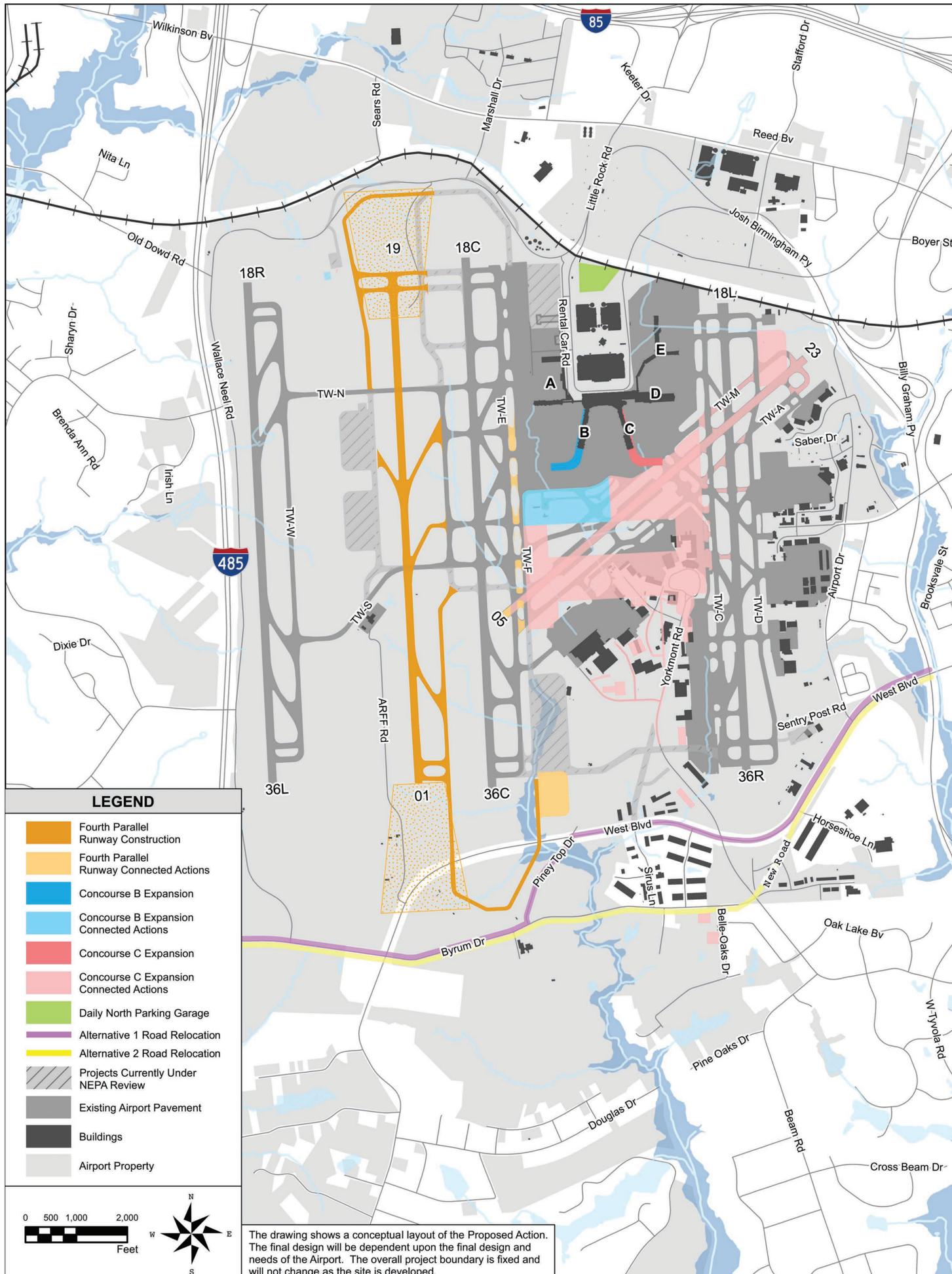
Project Email Address: CLTCapacityEA@landrum-brown.com

Project website: <https://www.airportprojects.net/CLT-Capacity-EA/>

The comment period ends November 22, 2019

(Comments must be postmarked by November 22, 2019)

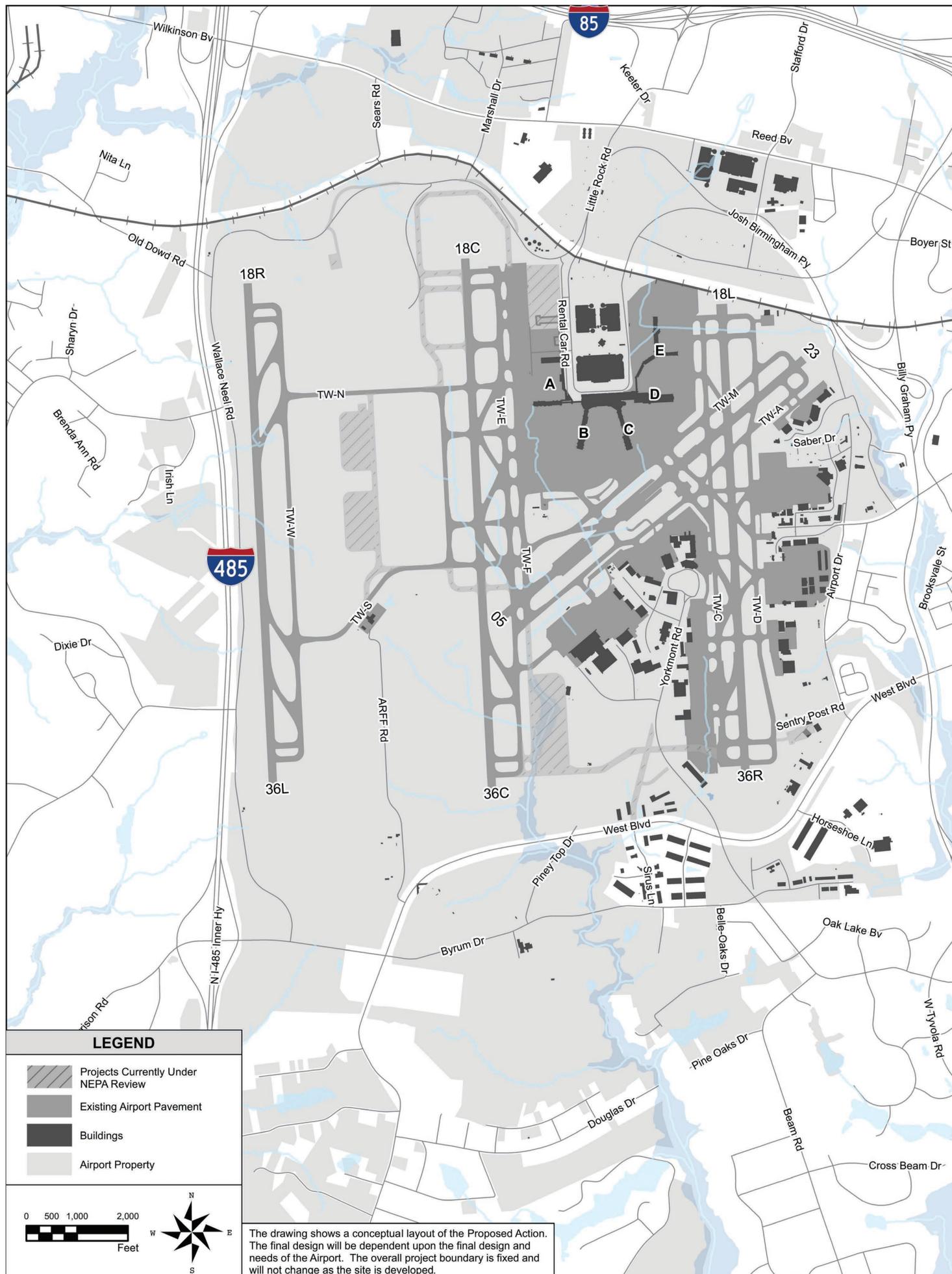
Proposed Action



The Proposed Action Consists of the Following Projects

- **Construct 10,000 foot Fourth Parallel Runway 01/19 (including a partial North End-Around Taxiway [EAT] and a full South EAT)**
 - › Relocate West Boulevard
 - › Construct one Airfield Hold Pad (Taxiway F)
 - › Construct New Airfield Rescue Firefighting (ARFF)
 - › Relocate Taxiway E connectors
 - › Remove Taxiway C connectors
 - › Remove Taxiway Segment Pavement between Taxiway E and F
- **Concourse B Expansion and Associated Ramp Expansion**
 - › Expand South Ramp (West Portion)
 - › Relocate Airport Surveillance Radar (ASR)
- **Concourse C Expansion and Associated Ramp Expansion**
 - › Decommission Runway 05/23
 - › Construct Northeast Airfield Hold Pad (Runway 18L End)
 - › Expand South Ramp Phase I (East Portion)
 - › Expand South Ramp Phase II
 - › Relocate Hangars/Cargo Buildings
 - › Reconfigure roadway to access relocated hangars/buildings
 - › Relocate Central Lighting Vault
 - › Remove Taxiway Segment Pavement in the East Airfield
- **Construct Daily North Parking Garage**

No Action Alternative



Under the Future No Action Alternative

- The Airport infrastructure would remain the same but with additional independent improvement projects currently under National Environmental Policy Action (NEPA) review.

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 efficient airline hub operation.
- Inefficient runway operations due to the taxiway and ramp design and the presence of the crosswind Runway 05/23 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.

Timeframe/Major Milestones



Environmental Resource Categories

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Health and Safety Risks
- Visual Effects
- Water Resources
 - › Wetlands
 - › Floodplains
 - › Surface Waters
 - › Groundwater
 - › Wild and Scenic Rivers

How to Comment

Please submit your comments by November 22, 2019 using one of these methods:

IN PERSON

Members of the public may fill out and submit their comment forms today

MAIL

Sarah Potter
4445 Lake Forest Dr.
Suite 700
Cincinnati, OH 45242

EMAIL

CLTCapacityEA@landrum-brown.com

**All comments must be submitted or postmarked by
November 22, 2019**