

APPENDIX L

Responses to Comments Received on the Draft Environmental Assessment

Responses to Comments Received on the Draft Environmental Assessment (EA)

This document includes responses to agency, organization and individual comments that were received during the public comment period on the Draft Environmental Assessment (EA). A total of 37 separate comment letters were received during the public comment period from April 16, 2021 to June 1, 2021. The total number of commenters was less than 37 as several individuals submitted more than one comment letter. Virtual public hearings were held on May 17, 2021 and May 18, 2021 during which the public was given the opportunity to comment on the Draft EA. During the public hearings, nine members of the public made oral statements. As such, a total of 46 comments were received from Federal, State, and local agencies, organizations, and individuals on the Draft EA.

Written and oral comments received on the Draft EA are provided on the following pages in Section 1, *Comments Received on the Draft EA*. Responses to comments received are located in Section 2, *Responses to Comments Received on the Draft EA*. The outreach efforts to notify the public of the availability of the document and public workshops and hearings are provided in Appendix A.

As discussed in Chapter 1 of the Revised Draft EA, since the publication of the Draft EA on April 16, 2021, the City of Charlotte has made the decision to change their Proposed Action from Alternative 1 to Alternative 2. This change is reflected in the following discussion. Alternative 2 is now referred to as the Proposed Action.



1 Comments Received on the Draft EA

This section includes all of the comments received from Federal, State, and local agencies, organizations, and individuals on the Draft EA.

From: bfcase@gmail.com
To: [CLTCapacityEA](#)
Subject: Re: Release of Draft Capacity Enhancements Environmental Assessment and Upcoming Public Workshops and Public Hearings for Charlotte Douglas International Airport (CLT)
Date: Friday, April 16, 2021 10:45:11 AM

1.1 Unsubscribe please. We have moved to Maryland. I could not find an unsubscribe link.

Thank you

From: [Katherine Ward](#)
To: [CLTCapacityEA](#)
Subject: CLT Airport
Date: Friday, April 16, 2021 1:56:30 PM

1.3

I know the latest proposal is for a runway and terminal expansion, but what about a HUGE improvement of the drop off and pick up areas? It's way too congested and will only get more so moving forward.

Why can't we have separate terminal or airline drop off and pick up areas like most other airports, larger and smaller?

Kit Ivey Ward
704-577-2900

From: [David Bloom](#)
To: [CLTCapacityEA](#)
Subject: Clt expansion and supporting roads
Date: Friday, April 16, 2021 3:13:12 PM

- 3.1** Before you get expand the capacity of the Airport. Charlotte needs to work with the state to widen feeder roads like hwy 160 on the south side of the Airport. That road is way over capacity, in really bad shape and is an alternate route to the Airport for residents in sw charlotte and South Carolina

David Bloom
13218 mallard landing rd 28278

From: [Bobby Phillips](#)
To: [CLTCapacityEA](#)
Date: Monday, April 19, 2021 6:52:11 AM

1.2

From: [Bobby Phillips](#)
To: [CLTCapacityEA](#)
Date: Monday, April 19, 2021 6:48:59 AM

2.1 I live in the west Moreland neighborhood .We already have a terrible noise problem.we can hear the plane as they take off and just continues to get louder as they cut across our neighborhood. If build another runway to the west side it's going to be even closer to us and the noise is going to be unbearable. Beside the fact we can't sleep without earplugs or an offsetting noise to block out the airplane noise this is going to kill our property value. We are dealing with enough air port noise please don't make it worse. My address is 8601 By Way Rd. Charlotte NC 28214 in case you want to come by and see how bad it is.

From: [Abernathy & Jung](#)
To: [CLTCapacityEA](#); [Abernathy-Jung](#)
Subject: is this a mistake?
Date: Monday, April 19, 2021 11:01:01 AM

I saw the story in the Charlotte Observer about the Environmental report on the 4th parallel runway project at CLT and when I looked at the study I noticed the item below:

From page 47 : https://www.airportprojects.net/clt-capacity-ea/wp-content/uploads/sites/18/2021/04/I_Appendix-I-Noise.pdf

2.2 Environmental Assessment Noise Methodology February 2021 20 | Landrum & Brown
Runway End Utilization CLT is operated in one of two primary runway configurations, north flow or south flow. When in north flow, aircraft arrive to CLT from the south in a north direction to land on Runway 36R, Runway 36C, and Runway 36L; ***and depart heading north from Runway 36R and Runway 36L.***

Correct me if I am wrong but aren't the departures on a North operation, 36R ***and 36C***. I thought departures on 36L were not allowed. I checked activity on Flight Aware yesterday and today and it showed only arrivals on 36L.

thanks for checking on this,

Don Abernathy

From: [Alicia Newell](#)
To: [CLTCapacityEA](#)
Subject: New airstrip
Date: Wednesday, April 21, 2021 3:18:11 PM

2.7

2.1

Hello, My name is Alicia Newell and I live at 1722 Sunset Rd, Charlotte, NC 28216. I am curious to learn how the new airstrip might affect my residence and am not sure how to find out. We found a serious amount of increased airplane noise during a period of a few months in the end of 2019 where I would wake up from my sleep and we couldn't hear ourselves talking in our backyard quite often. I wrote in and was told it would be temporary due to construction on a different airstrip that was causing more flights over our address. So far, after that time it has felt manageable. I am worried this change could bring more noise like that over our home and wanted to check in to learn. It was the worst when they were flying very low or taking off and staying under the clouds and turning right over us. Thanks for any insight or information you can share.

Alicia

From: [Rick Barber](#)
To: [CLTCapacityEA](#)
Subject: Concern About Noise from New Runway at CLT Airport
Date: Thursday, April 22, 2021 1:47:40 AM
Attachments: [CLT Draft EA - Chapter 4, Environmental Consequences and Mitigation Measures.pdf](#)

CAUTION: This email attachment originated from a third party. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Reference:

Release of Draft Capacity Enhancements Environmental Assessment and Upcoming Public Workshops and Public Hearings for Charlotte Douglas International Airport (CLT) -- email dated April 16, 2021

Sarah Potter
Associate Vice President
Landrum & Brown
4445 Lake Forest Drive
Suite 700
Cincinnati, OH 45255

Dear Ms. Potter:

Attached are copies of Exhibit 4-1 and Exhibit 4-2 from the referenced draft EA.

2.3 Why are there no projected 65-DNL and 70-DNL contour "spikes" extending north and south past the ends of the proposed runway in Exhibit 4-2, like there are at the ends of all three existing runways in Exhibit 4-1?

 <https://www.airportprojects.net/clt-capacity-ea/documents-reports>

Regards,
Rick Barber
Diamondhead, MS

From: jmmas918@aol.com
To: [CLTCapacityEA](#)
Subject: Environmental Assessment (EA) at Charlotte Douglas International Airport
Date: Wednesday, April 28, 2021 12:15:10 AM

Hi,

2.8 [My name is Jessica Williams. I live in Lake Wylie, SC and my home is in a direct flight path from
Charlotte Douglas International Airport. I was researching the new runway proposal for completion date,
and information on EA in the Lake Wylie, SC area. There is a lot of information and I may have missed it,
2.1 [but I didn't see EA of noise impact for this area. I have low flying, departing flights that fly directly over my
house from 5:30am to well after midnight, every 30 seconds 7 days a week. It is a nonstop, excessively
loud, continuous noise, as well as arriving flights that cross the departing flight paths. So I basically live
2.9 [under a giant X. I did see a map of noise observation sites but didn't see any in the Lake Wylie, SC area.
I would love to speak with someone with the knowledge about and EA on airplane noise over Lake Wylie,
SC.
I look forward to speaking with someone who can provide me with some information on these issues.
Thank you,
Jessica Williams
803-554-3110

From: [Vimal Amin](#)
To: [CLTCapacityEA](#)
Subject: CLT airport update
Date: Wednesday, May 5, 2021 7:34:54 PM

1.2 Thanks

Vimal

From: [reginald gaskin](#)
To: [CLTCapacityEA](#)
Date: Friday, May 7, 2021 7:44:37 AM

1.2 rjgflight23@gmail.com

From: [Rufus Beaty](#)
To: [CLTCapacityEA](#)
Subject: Public Hearing on May 17
Date: Thursday, May 13, 2021 8:55:48 PM

6.1 I would like to discuss with you the impact on the EA on the Historic Steele Creek Presbyterian Church property.

Please call me at 864-704-7940.

Thank you.

Rufus Beaty
864-704-7940

From: [Steve Bynum](#)
To: [CLTCapacityEA](#)
Subject: May 18th Meeting
Date: Friday, May 14, 2021 4:29:45 PM

2.1

I'm unable to attend the meeting but I can certainly attest to the increase in noise levels from aircraft in my neighborhood. At times it's impossible to enjoy time on our screen porch. On several occasions we are required to go inside simply to watch sports on our TV. Not much fun. I get the feeling it's only going to get worse.

While I understand business I do not understand why aircraft flying over our homes here are so low. I seriously doubt proper guidelines are being adhered to. I'd be happy to have any of you folks to spend some weekend time here to verify my concerns. Not much fun these days when aircraft are ruining our quiet enjoyment of what use to be a much more enjoyable spot.

Steve Bynum
17115 Niblick Lane
Cornelius, NC. 28031

From: [Renee Hughes](#)
To: [CLTCapacityEA](#)
Date: Saturday, May 15, 2021 2:18:33 AM

1.2 Please send updates and notifications during the Charlotte Douglas International Airport throughout the EA process.

Thank you!

Renee Hughes

From: [Melisa Klink](#)
To: [CLTCapacityEA](#)
Subject: Park
Date: Monday, May 17, 2021 1:32:01 PM

1.5

You mentioned there was no park effected. However the Airport over look area of 18C looks to be effected. Is the airport planning on moving that to a different location.

Thanks
Melisa Klink

From: [Mosher, Jeff](#)
To: [CLTCapacityEA](#)
Subject: Current CLT Improvements
Date: Monday, May 17, 2021 2:22:25 PM

1.6

During Sarah's presentation she mentioned that there were 4 existing projects at the Charlotte airport. Can you please provide the list of those projects and their current phase?

Thank you,

Jeffrey Mosher, P.E. (NC, SC, GA)

Technical Construction Manager

jmosher@sugarcreekllc.us

8015 W WT Harris Blvd,

Charlotte, NC 28216

M: 704.408.3963

sugar creek
construction, LLC

From: [Todd Douglass](#)
 To: [CLTCapacityEA](#)
 Cc: [Todd Douglass](#)
 Subject: Response to DRAFT ENVIRONMENTAL ASSESSMENT - CDIA
 Date: Tuesday, June 1, 2021 10:13:59 AM
 Attachments: [CDIA North-South Approach w markup 052319.pdf](#)
[May 20 2021 NAS-CLT.pdf](#)

CAUTION: This email attachment originated from a third party. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

2.10 This Draft Environmental Assessment for the proposed terminal/runway expansion receives a **NO-CONFIDENCE** mark from me. The assessment does not address the entire impact area of flight operations at CDIA. Below is from Chapter 3 of the Draft EA. As noted in red the Draft EA's purpose is to address "physically disturbed" areas. "Physically disturbed" areas from current and any additional added capacity to CDIA **will** stretch greater than 20 miles in all directions. Attachments [CDIA North-South Approach w markup 052319.pdf](#)(provided by CDIA with mark up by me) and [May 20 2021 NAS-CLT.PDF](#) shows a portion of the area currently "physically disturbed" by flight operations at CDIA. Within this area shown and also noted are two major resources and potential hazards to the entire Charlotte region. The Catawba River which provides drinking water and the McQuire Nuclear Power Station whose primary purpose is to provide electricity. The Catawba River is dammed by the Cowans Ford Hydro Electric Station and Dam. The McQuire Nuclear Power Station receives its cooling water from Lake Norman which was created by impounding the Catawba River with the Cowans Ford Dam. The Catawba River and by default Lake Norman plus the McQuire Nuclear Power Station currently are and with proposed increased capacity at CDIA at risk to be "physically disturbed." This basic observation of the impact of a "physically disturbed" resource or structure is highlighted by the Nuclear Regulatory Commission's definition(shown below - **) of exposure zones. These zones included a population of over 2.5 million people.

2.11

Conclusion: The Draft Environmental Assessment for the Proposed Action receives a **NO-CONFIDENCE** mark. It does not address the true impact on resources, structures, and human population to be "physically disturbed" by this action.

2.13 [2.12 Recommendation: East/West operations should be reinstated. Any changes in operations or capacity should focus on East/West operations and the existing land use plan. Recognize that CDIA is an urban airport and a poor choice for a hub. The environmental and human conditions "physically disturbed" by operational changes are significant. Thus any increase in capacity has an exponential effect and risk to the population. Lastly the profits of a private enterprise should not negatively or have the potential to negatively impact the human condition. Nor should governmental entities or agencies put the profits of a private enterprise over the welfare of the citizen whom they represent.

1.9

1.10

Thank you for the opportunity to be recognized. I am requesting an acknowledgement this email was received and will be part of the Draft Environment Assessment process.

Regards,

Todd Douglass
4584 Giles Ave.
Sherrills Ford, NC 28673

3.2 Proposed Action Setting CLT is an international airport located on approximately 6,000 acres of land within Mecklenburg County, North Carolina. For the purposes of this EA, two study areas have been defined. The General Study Area (GSA) depicts the area surrounding the Airport. A further refined Detailed Study Area (DSA) depicts the area that may be **physically disturbed** with the development of the Proposed Action. Both study areas are shown on Exhibit 3-1. The GSA covers approximately 9,000 acres and is defined as the area where both direct and indirect impacts may result from the development of the Proposed Action. The GSA boundary lines were squared off to follow roadways and other identifiable features where available. The DSA covers approximately 2,450 acres and is defined as the area where only direct impacts may result from the development of the Proposed Action. Coastal Resources, Farmlands, and Wild and Scenic Rivers, a subcategory of water resources, are not present and therefore not discussed in the following sections.

**The NRC defines two emergency planning zones around nuclear power plants: a plume exposure pathway zone with a radius of 10 miles (16 km), concerned primarily with exposure to, and inhalation of, airborne radioactive contamination, and an ingestion pathway zone of about 50 miles (80 km), concerned primarily with ingestion of food and liquid contaminated by radioactivity. [5]

The 2010 U.S. population within 10 miles (16 km) of McGuire was 199,869, an increase of 66.8 percent in a decade, according to an analysis of U.S. Census data for msnbc.com. The 2010 U.S. population within 50 miles (80 km) was 2,850,782, an increase of 23.3 percent since 2000. Cities within 50 miles include Charlotte (17 miles to city center). [6]

From: [Kimiko Leneave](#)
To: [CLTCapacityEA](#)
Subject: Charlotte Douglas Environmental Draft Comments
Date: Tuesday, June 1, 2021 2:02:09 PM

Good afternoon Sarah,

For the past 30 years, I have been a resident of Browns Cove on Lake Wylie, located in the Beaverdam Creek Watershed. The continued development in the watershed area negatively impacted the tributaries and the cove itself, resulting in algae blooms and an intensive sediment rise. The Browns Cove Dredge Project and stream restoration projects aimed to address these issues. We are grateful for the cooperation of all stakeholders involved.

7.5

With an increase of storm water in the surrounding area, I am optimistic that the correct measures and precautions will take place to protect Brown Cove and the Beaverdam Creek Watershed. I would appreciate this reassurance, trusting that the environment will remain a priority as Charlotte continues developing. Please confirm this email has been received. Thank you for your consideration.

Sincerely,
Kim

Kimiko LeNeave
9410 Windy Gap Road
Charlotte, NC 28278
704-533-2792

From: [Rufus F. Beaty](#)
To: [CLTCapacityEA](#)
Cc: [Hair, Stuart](#); jack.thomson@mecknc.gov
Subject: Environmental Assessment for the CLT Capacity Enhancement Project
Date: Tuesday, June 1, 2021 4:49:21 PM

6.1

CLT is currently accepting proposals under its RFP process for the sale and development of approximately 77 acres on Steele Creek Road. The real estate for sale by CLT includes the Historic Steele Creek Presbyterian Church property.

The Sanctuary of the former Steele Creek Presbyterian Church was built in 1889 by its congregation from brick made by the congregation near the creek located on the property. The style of the Sanctuary is Gothic Revival. The Sanctuary sits on the most prominent hillside in Southwest Mecklenburg County. The adjacent cemetery contains nearly two thousand graves dating from the 1700's to present. The parents of Billy Graham are buried in the cemetery.

I make the following requests to the FAA, CLT and the State Historic Preservation Office. The RFP for this real estate offered by sale by CLT should be amended to contain the following deed restrictions.

1. A deed restriction requiring a 300 foot buffer surrounding all sides of the cemetery. The existing forest of trees should be left in place as a buffer between the cemetery and any development.
2. A deed restriction requiring that the hillside in front of the Sanctuary (between the driveways) be permanent "green space" and not developed.

Additionally, the FAA and CLT should require that the Purchaser, and its successors, under the RFP, leave the Historic Sanctuary in its current location and maintain the exterior architectural appearance of the Historic Sanctuary. The Douglas House located on the RFP real estate should be preserved in a location to be selected by the Purchaser.

I am a member of the relocated Steele Creek Presbyterian Church at Pleasant Hill. I will be the 8th generation of my family to be buried in the cemetery. I own 20 gravesites in the cemetery for myself, my wife and future generations.

Thank you.

Rufus Beaty

Rufus Beaty

Adjunct Professor

Goodfriend School of Business

Tennessee Wesleyan University

rbeaty@tnwesleyan.edu

Mobile: 864.704.7940

204 East College Street Athens, TN 37303

www.tnwesleyan.edu

From: [Wenonah Haire](#)
To: [CLTCapacityEA](#)
Subject: Re: Charlotte Douglas International Airport Availability of DRAFT Environmental Assessment Document
Date: Monday, April 19, 2021 10:50:04 PM

1.4

Sorry, but we have to have a hard copy. Please send in care of Caitlin Rogers @ 1536 Tom Steven Road, Rock Hill, SC 29730.

Thanks,
Wenonah



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Asheville Field Office
160 Zillicoa Street Suite B
Asheville, North Carolina 28801



May 6, 2021

Ms. Sarah Potter
Landrum & Brown, Inc.
4445 Lake Forest Drive, Suite 700
Cincinnati, Ohio 45242

Dear Ms. Potter:

Subject: Charlotte-Douglas International Airport Environmental Assessment for the Capacity Enhancement Projects in Mecklenburg County, North Carolina.

On April 16, 2021, we received (via email) your information requesting our comments on the subject project. We provided comments in response to the Notice of Intent for the subject project on April 4, 2018. We have reviewed the information that you presented for this request and the following comments are provided in accordance with the provisions of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.); the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661 - 667e); the Migratory Bird Treaty Act, as amended (16 U.S.C. 703); the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d); and section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 - 1543) (Act).

Project Description

According to the information provided, the City of Charlotte completed an Airport Capacity Enhancement Plan (ACEP) and Master Plan Update in February of 2016. The ACEP utilized a comprehensive approach to understand the demand for and capacity of runways, taxiways, aircraft gates, ramps, and passenger processing facilities. The ACEP identified several deficiencies that exist at the Charlotte-Douglas International Airport. These included insufficient runway capacity, gate capacity, and ramp space to accommodate the existing and future demand. The purpose of the project is to implement development (shown on the enclosed map) to meet the needs of the identified deficiencies. The Proposed Action is a subset of project elements on the Future Airport Layout Plan and includes the following:

- Construction of a new fourth parallel runway (10,000 feet long by 150 feet wide).
- Construction of North and South End Around Taxiways.
- Construction of entrance and exit taxiways.
- Expansion of existing terminals (Concourse B and C) and ramp space.
- Demolition, decommission, replacement, and/or relocation of existing structures.

Federally Listed Species

Our letter from April 4, 2018 stated that we believed “no federally listed species or their habitats occur in the project area”. However, an assessment of suitable habitat and presence/absence species surveys were conducted in April, May, September, and October of 2019 by HDR Engineering of the Carolinas, Inc. (HDR). HDR’s findings were compiled into the November 20, 2019 Threatened and Endangered Species Assessment (assessment) provided to our office to which we did not respond. The following species and their associated habitats were included in the survey and assessment.

Species		Status¹
Bald eagle	<i>Haliaeetus leucocephalus</i>	BGPA
Carolina heelsplitter	<i>Lasmigona decorate</i>	E
Michaux’s sumac	<i>Rhus michauxii</i>	E
Northern long-eared bat	<i>Myotis septentrionalis</i>	T - probable
Rusty-patched bumble bee	<i>Bombus affinis</i>	E
Schweinitz’s sunflower	<i>Helianthus schweinitzii</i>	E
Smooth coneflower	<i>Echinacea lavigata</i>	E

¹ E = endangered, T- probable = could occur in the county based on habitat requirements, and BGPA = Bald and Golden Eagle Protection Act.

4.1 [HDR’s report states that no suitable habitat is present for bald eagle, Carolina heelsplitter, Michaux’s sumac, rusty-patched bumble bee, or smooth coneflower. Based on the information provided, we agree with the assessment that no suitable habitat is present for these species.

4.2 [The proposed project is in a county that potentially has occurrence records for northern long-eared bat (NLEB), currently federally listed as threatened, and roosting (summer) habitat was identified within the Proposed Action area. The report states that the site was reviewed in accordance with the NLEB Standard Local Operating Procedures for Endangered Species (SLOPES) between the U.S. Army Corps of Engineers, Wilmington District and the Asheville U.S. Fish and Wildlife Service (Service) field office. It was determined that the project is located outside of the 12-digit Hydrologic Unit Codes known to have occurrences of hibernacula and roosting trees, and proposed activities do not require prohibited incidental take. The SLOPES mentioned above does not apply to the Federal Aviation Administration; however, the project still meets the criteria for the 4(d) rule and any associated take is exempted. Although not required, the current NLEB recommendations from the Service’s Asheville field office included a tree clearing moratorium of April 1- October 15.

4.4 [Suitable habitat for Schweinitz’s sunflower was identified in open areas and utility easements within the Proposed Action area. Based on negative results of visual surveys conducted in September and October of 2019, and given the information provided, we would concur with a "may affect, not likely to adversely affect" from the federal action agency.

4.5

We believe the requirements under section 7 of the Act are fulfilled for the species discussed above. However, obligations under section 7 of the Act must be reconsidered if: (1) new information reveals impacts of the identified action may affect listed species or critical habitat in a manner not previously considered, (2) the identified action is subsequently modified in a manner that was not considered in this review, or (3) a new species is listed or critical habitat is determined that may be affected by the identified action.

4.6

Fish and Wildlife Resource Recommendations

We are also concerned about the potential effects the Proposed Action could have on other natural resources within and surrounding the Proposed Action area. The general recommendations for the benefit of fish and wildlife resources, outlined in our April 4, 2018 letter, remain relevant to the Proposed Action.

The Service appreciates the opportunity to provide these comments. Please contact Ms. Rebekah Reid of our staff at rebekah_reid@fws.gov, if you have any questions. In any future correspondence concerning this project, please reference Log Number 4-2-18-204.

Sincerely,

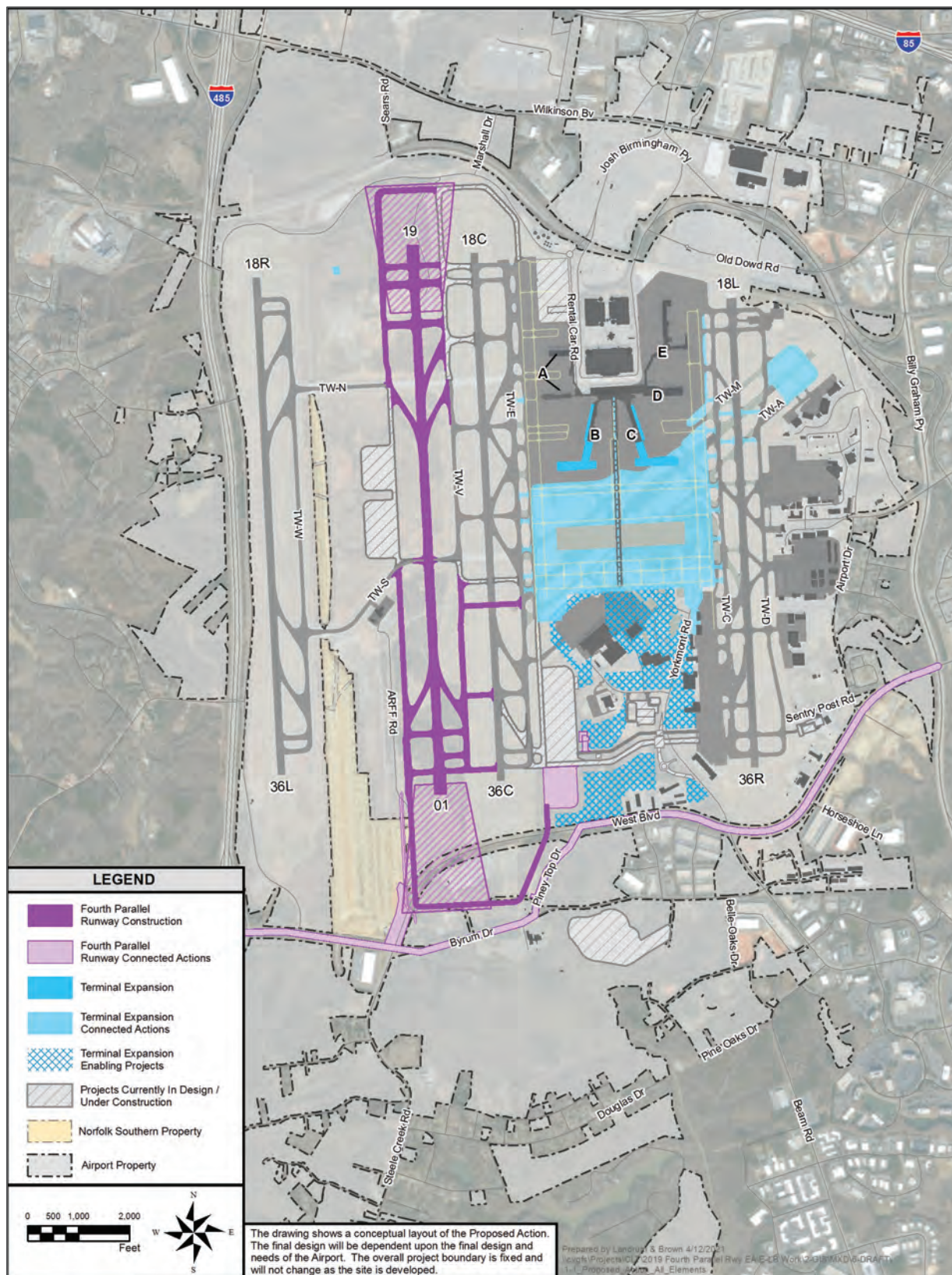
- - *original signed* - -

Janet Mizzi
Field Supervisor

Cc: HDR – Kelly Thames

-

EXHIBIT 1-1, PROPOSED ACTION



Source: Landrum & Brown, 2020

From: [Green, Megan](#)
To: [CLTCapacityEA](#)
Subject: RE: [External]Charlotte Douglas International Airport Availability of DRAFT Environmental Assessment Document
Date: Friday, May 7, 2021 9:16:29 AM

To Whom It May Concern,

Thank you for the opportunity to review the *DRAFT Environmental Assessment (EA) for the Proposed Capacity Enhancement Projects* at the Charlotte Douglas International Airport (CLT). Mecklenburg County Air Quality (MCAQ) provides the following comments:

- 5.1** • The draft EA addresses the agency comments submitted by MCAQ on 1/26/2018.
- 5.2** • Section 2.2.1 of Appendix C should reference the North Carolina SIP in the last paragraph, not Kentucky SIP.
- 5.3** • Section 2.5 of Appendix C should cite the Mecklenburg County Air Pollution Control Ordinance (MCAPCO).
 - MCAQ is the local permitting authority for stationary emission source permits in Mecklenburg County.
 - Permitting requirements are found within the MCAPCO Regulation 1.5211 – “Applicability” (not 15A NCAC 2Q.0100 through 2Q.0300 as stated in the draft EA).
 - CLT should notify MCAQ, apply for, and receive all necessary permits prior to construction of any regulated emission source(s).
- 5.4** • The EA emissions analysis included data from MOVES 2014b. MOVES3 is the current, official EPA mobile source emission modeling system. Please reference EPA guidance on the use of MOVES3 for general conformity applicability analysis.
 - [Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes \(EPA-420-B-20-044, November 2020\)](#)

If you have any questions please contact me at the phone number below.

Megan E. Green
Mobile Sources Program Manager
[Mecklenburg County Air Quality](#)
Megan.Green@MecklenburgCountyNC.gov
[2145 Suttle Avenue, Charlotte, NC 28208](#)
980-314-3368

From: [May, Kristin - NRCS, Salisbury, NC](#)
To: [CLTCapacityEA](#)
Cc: [Beard, Timothy - NRCS, Raleigh, NC](#)
Subject: Charlotte Douglas International Airport Availability of DRAFT Environmental Assessment Document
Date: Tuesday, May 18, 2021 2:10:04 PM

To Whom It May Concern:

1.7

Mr. Timothy Beard, Natural Resource Conservation Service NC State Conservationist, requested I review the Draft Environmental Assessment for the proposed changes at CLT. Since land has already been converted to urban land use we have no comments to add to the EA.

Sincerely,

Kristin May

Acting State Soil Scientist
United States Department of Agriculture
Natural Resource Conservation Service
(704) 680-3541
(704) 754-6734 cell
Kristin.May@usda.gov

While the Rowan County Service Center is currently closed to visitors because of the pandemic, we continue to work with agricultural producers via phone, email, and other digital tools. Contact me at 704-680-3541 to make an appointment.

Please visit farmers.gov/coronavirus for the latest information on Service Center status.

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STATE OF NORTH CAROLINA
DEPARTMENT OF ADMINISTRATION

Roy Cooper
GOVERNOR

Pamela B. Cashwell
Secretary

May 20, 2021

Gaby Elizondo
Charlotte Douglas International Airport
c/o Landrum & Brown
4445 Lake Forest Drive
Cincinnati, OH 45242-

Re: SCH File # 21-E-0000-0893 Proposed project is for the construction of a new fourth parallel runway and associated exits and taxiways and expansion of the terminal Concourse B and C building and ramp.

Dear Gaby Elizondo:

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are comments made by the agencies in the review of this document.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

CRYSTAL BEST
State Environmental Review Clearinghouse

Attachments

Mailing Address:
NC DEPARTMENT OF ADMINISTRATION
1301 MAIL SERVICE CENTER
RALEIGH, NC 27699-1301

Telephone: (919)807-2425
Fax: (919)733-9571
COURIER: #51-01-00
Email: state.clearinghouse@doa.nc.gov
Website: www.ncadmin.nc.gov

Location:
116 WEST JONES STREET
RALEIGH, NORTH CAROLINA

Control No.: 21-E-0000-0893
County.: MECKLENBURG

Date Received: 4/19/2021
Agency Response: 5/19/2021
Review Closed: 5/19/2021

JOSEPH HUDYNIA
CLEARINGHOUSE COORDINATOR
DEPT OF AGRICULTURE

Project Information

Type: National Environmental Policy Act ironmental Assessment
Applicant: Charlotte Douglas International Airport
Project Desc.: Proposed project is for the construction of a new fourth parallel runway and associated exits and taxiways and expansion of the terminal Concourse B and C building and ramp.

As a result of this review the following is submitted:

1.7

☒ No Comment

☐ Comments Below

☐ Documents Attached

Reviewed By: JOSEPH HUDYNIA

Date: 5/7/2021

Control No.: 21-E-0000-0893
County.: MECKLENBURG

Date Received: 4/19/2021
Agency Response: 5/19/2021
Review Closed: 5/19/2021

JINTAO WEN
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT

Project Information

Type: National Environmental Policy Act ironmental Assessment
Applicant: Charlotte Douglas International Airport
Project Desc.: Proposed project is for the construction of a new fourth parallel runway and associated exits and taxiways and expansion of the terminal Concourse B and C building and ramp.

As a result of this review the following is submitted:

☐ No Comment ☒ Comments Below ☐ Documents Attached

- 7.1 Portions of the proposed project will encroach into Special Flood Hazard Area (SFHA) and Floodway, therefore a Floodplain Development Permit issued by City Of Charlotte will be required. Please coordinate with the City's Floodplain Administrator for permitting.
- 7.2 If there is any encroachment, grading, or storage of equipment and materials in the floodway, then a hydraulic analysis shall be performed to determine the impact on flood levels due to the proposed construction. Any increase in flood levels will require approval of a Conditional Letter of Map Revision (CLOMR) prior to construction. No structures shall be impacted by the increase in flood levels. If there are no increases in flood levels, a "No-Rise" study and certification will be required prior to construction.

Reviewed By: JINTAO WEN

Date: 5/7/2021

Control No.: 21-E-0000-0893
County.: MECKLENBURG

Date Received: 4/19/2021
Agency Response: 5/19/2021
Review Closed: 5/19/2021

DEVON BORGARDT
CLEARINGHOUSE COORDINATOR
DEPT OF NATURAL & CULTURAL
RESOURCE

Project Information

Type: National Environmental Policy Act ironmental Assessment
Applicant: Charlotte Douglas International Airport
Project Desc.: Proposed project is for the construction of a new fourth parallel runway and associated exits
and taxiways and expansion of the terminal Concourse B and C building and ramp.

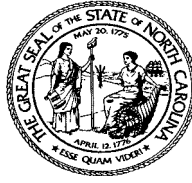
As a result of this review the following is submitted:

☐ No Comment ☒ Comments Below ☒ Documents Attached

Please see attached letter.

Reviewed By: DEVON BORGARDT

Date: 5/17/2021



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper

Secretary D. Reid Wilson

May 17, 2021

MEMORANDUM

TO: Crystal Best
N.C. Department of Administration
State Clearinghouse
crystal.best@doa.nc.gov

FROM: Renee Gledhill-Earley
Environmental Review Coordinator
RGE for Ramona M. Bartos

SUBJECT: Environmental Assessment for Charlotte Douglas International Airport (CLT)
Capacity Enhancement Projects, Charlotte, Mecklenburg County, ER 16-1791

We have received notification from the State Clearinghouse of the above-referenced proposed undertaking and offer the following comments.

6.2 There are no known archaeological sites within the proposed project area. Based on our knowledge of the area, it is unlikely that any archaeological resources that may be eligible for inclusion in the National Register of Historic Places will be affected by the project. We, therefore, recommend that no archaeological investigation be conducted in connection with this project.

6.3 The North Carolina State Historic Preservation Office is prepared to enter into a Memorandum of Agreement between the Federal Aviation Administration and the City of Charlotte to mitigate the adverse effect of the undertaking on the Old Terminal Building. We look forward to the consultation with FAA, the City of Charlotte, and other interested parties.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Tim Alexander, FAA
timothy.l.alexander@faa.gov

Control No.: 21-E-0000-0893
County.: MECKLENBURG

Date Received: 4/19/2021
Agency Response: 5/19/2021
Review Closed: 5/19/2021

LYN HARDISON
CLEARINGHOUSE COORDINATOR
DEPT OF ENVIRONMENTAL QUALITY

Project Information

Type: National Environmental Policy Act ironmental Assessment
Applicant: Charlotte Douglas International Airport
Project Desc.: Proposed project is for the construction of a new fourth parallel runway and associated exits and taxiways and expansion of the terminal Concourse B and C building and ramp.

As a result of this review the following is submitted:

☐ No Comment ☐ Comments Below ☒ Documents Attached

Reviewed By: LYN HARDISON

Date: 5/19/2021



NORTH CAROLINA
Environmental Quality

North Carolina Department of
Environmental Quality
Division of Environmental Assistance and
Customer Service
(NCDEQ DEACS)

ROY COOPER
Governor

DIONNE DELLI-GATTI
Secretary

MEMORANDUM

To: Crystal Best
State Clearinghouse
NC Department of Administration

From: Lyn Hardison
Division of Environmental Assistance and Customer Service
Environmental Assistance and Project Review Coordinator
Washington Regional Office

Re: 21-0893
Environmental Assessment - Proposed project is for the
construction of a new fourth parallel runway and associated
exits and taxiways and expansion of the terminal Concourse
B and C building and ramp.
Mecklenburg County

Date: May 18, 2021

8.1

The Department of Environment Quality has reviewed the proposal for the referenced project. Based on the information provided, twenty-four (24) contamination sites were identified within one mile of the project site. In addition, several of our agencies have identified permits that may be required and offered some valuable guidance, if implemented, will help reduce negative impacts to the surrounding natural resources. The comments are attached for the applicant's review.

The Department will continue to be available to assist the applicant with any question or concerns.

Thank you for the opportunity to respond.

Attachments



North Carolina Department of Environmental Quality
217 West Jones Street | 1601 Mail Service Center | Raleigh, North Carolina 27699-1601
919.707.8600




North Carolina Wildlife Resources Commission

Cameron Ingram, Executive Director

MEMORANDUM

TO: Lyn Hardison, Environmental Assistance and SEPA Coordinator
NCDEQ Division of Environmental Assistance and Customer Services

FROM: Olivia Munzer, Western Piedmont Coordinator 
Habitat Conservation

DATE: 17 May 2021

SUBJECT: Environmental Assessment for the Capacity Enhancement Projects at Charlotte Douglas International Airport in Charlotte, Mecklenburg County. DEQ Project No. 21-0893.

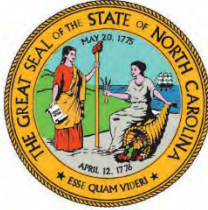
Biologists with the North Carolina Wildlife Resources Commission (NCWRC) have reviewed the proposed project description. Comments are provided in accordance with certain provisions of the North Carolina Environmental Policy Act (G.S. 113A-1 through 113A-10; 1 NCAC 25) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

On behalf of the City of Charlotte Aviation Department (City), Landrum & Brown has prepared an Environmental Assessment for the Capacity Enhancement Projects at Charlotte Douglas International Airport in Charlotte, Mecklenburg County, North Carolina. Specifically, the City proposes to construct a fourth parallel runway and associated exits and taxiways and expansion of the terminal Concourse B and C building and ramp.

7.3 Unnamed tributaries to Ticer Branch and Coffey Creek in the Catawba River basin flow through the site. The proposed project would result in 8,151 linear feet (lf) of permanent stream impacts and 5.07 acres of permanent wetland impacts. NCWRC has concerns for the amount of impacts to surface waters and the increase in stormwater runoff from additional impervious surface. Additional impervious surface associated with new development results in an increase in stormwater runoff that can exert significant impacts on stream morphology. This will cause further degradation of aquatic habitats through accelerated stream bank erosion, channel changes, bedload changes, altered substrates, and scouring of the stream channel. In addition, pollutants (e.g., sediment, heavy metals, and deicing chemicals) washed from roads and the airport can adversely affect and extirpate species downstream of developed areas. We recommend using Low Impact Development (LID) techniques, such as bioretention cell in parking lot medians that can collect stormwater from the building and parking area. Additional information can be found at the NC State University's guide:

http://www.onsiteconsortium.org/npsdeal/NC_LID_Guidebook.pdf.

Thank you for the opportunity to provide input for this project. If I can provide further assistance or provide free technical guidance, please call (919) 707-0364 or email (Olivia.munzer@ncwildlife.org).



NORTH CAROLINA
Environmental Quality

ROY COOPER
Governor

DIONNE DELLI-GATTI
Secretary

MICHAEL SCOTT
Director

Date: May 11, 2021

To: Michael Scott, Director
Division of Waste Management

Through: Janet Macdonald
Inactive Hazardous Sites Branch – Special Projects Unit

From: Bonnie S. Ware
Inactive Hazardous Sites Branch

Subject: NEPA Project # 21-0893, Charlotte Douglas International Airport, Mecklenburg County, North Carolina

The Superfund Section has reviewed the proximity of sites under its jurisdiction to the Charlotte Douglas International Airport project. Proposed project is for the construction of a new fourth parallel runway and associated exits and taxiways and expansion of the terminal Concourse B and C building and ramp. Or go to <https://www.airportprojects.net/clt-capacity-ea/documents-reports>.

8.1 Twenty-Four (24) Superfund Section sites were identified within one mile of the project as shown on the attached report. The Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater. Superfund Section files can be viewed at: <http://deq.nc.gov/waste-management-laserfiche>.

Please contact Janet Macdonald at 919.707.8349 if you have any questions concerning the Superfund Section review portion of this SEPA/NEPA inquiry.



North Carolina Department of Environmental Quality | Division of Waste Management
217 West Jones Street | 1646 Mail Service Center | Raleigh, North Carolina 27699-1646
919.707.8200

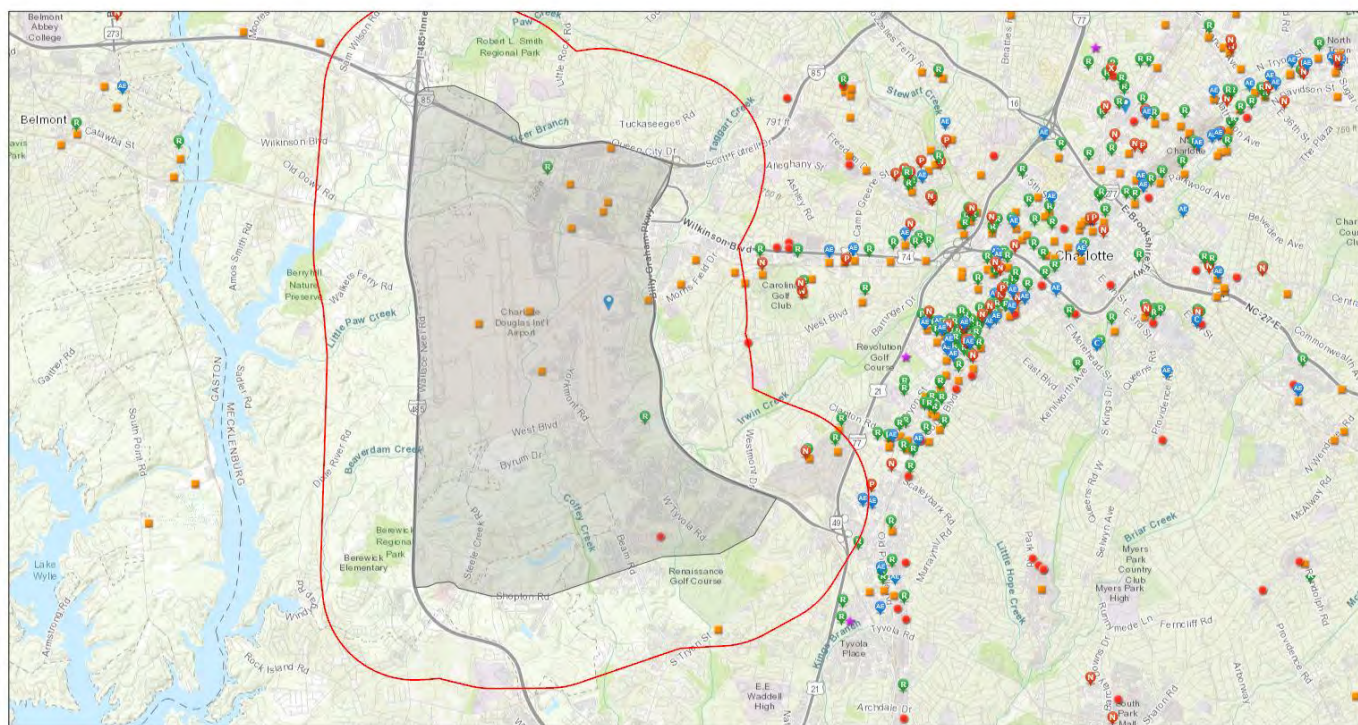


SUPERFUND SECTION STIES ONLY : SEPA/NEPA

Area of Interest (AOI) Information

Area : 22,040.45 acres

May 11 2021 15:04:15 Eastern Daylight Time



NC Brownfields Location_View

Recorded
Complete

Active Eligible
Inactive Eligible
Pending

No Further Interest
Ineligible
Federal Remediation Branch

Pre Regulatory Landfill Sites
DSCA_Certified - Copy
Inactive Hazardous Sites

1:72,224

0 0.75 1.5 3 mi
0 1 2 4 km

City of Charlotte, NC, State of North Carolina DOT, Esri, HERE, Garmin, INCREMENT P, USGS, METINASA, NGA, EPA, USDA

Superfund Section Sites Only : 21-0893 Mecklenburg County

Summary

Name	Count	Area(acres)	Length(mi)
Certified DSCA Sites	2	N/A	N/A
Federal Remediation Branch Sites	1	N/A	N/A
Inactive Hazardous Sites	15	N/A	N/A
Pre-Regulatory Landfill Sites	0	N/A	N/A
Brownfields Program Sites	6	N/A	N/A

Certified DSCA Sites

#	Site_ID	Site_Name	Count
1	DC600069	Coleman Dry Cleaners	1
2	DC600080	Carriage Fine Dry Cleaning	1

Federal Remediation Branch Sites

#	SITE_ID	SITE_NAME	Count
1	DODNC0002	CHARLOTTE AIR NATIONAL GUARD	1

Inactive Hazardous Sites

#	EPAID	SITENAME	Count
1	NONCD0000088	TRANS TECHNOLOGY	1
2	NONCD0001018	HWY 49 BATTERY DUMP	1
3	NONCD0001219	HARLEE AVENUE CONTAMINATION	1
4	NONCD0001384	STANDARD UNIFORM	1
5	NONCD0001480	CHARLOTTE DOUGLAS AIRPORT 7	1
6	NONCD0001498	MARSHALL AVE PCE	1
7	NONCD0002620	TRANE SERVICE FIRST	1
8	NONCD0002657	US AIRWAYS MAINTENANCE FACILITY	1
9	NONCD0002675	VIRKLER CO. PLANT	1
10	NONCD0002697	WARREN ROAD	1
11	NONCD0002895	UNITED SCRAP, INC.	1
12	NONCD0001938	JONES ELECTRIC REPAIR CO	1
13	NONCD0002158	NCDOT ASPHALT SITE NO 13_REA CONTRS	1
14	NCD024477556	WINSTON CONTAINER COMPANY	1
15	NCD980518211	IRT/IBM CORPORATION	1

Brownfields Program Sites

#	BF_ID	BF_Name	Count
1	1801914060	Standard Uniform	1
2	1300409060	Virkler Facility II	1
3	1301109060	Kolortex Facility	1
4	2105217060	Little Rock Road	1
5	1102207060	Virkler Facility	1
6	2405420060	AJACC Auto	1

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: MRO
Project Number: 21-0893 Due Date: 5/14/2021
County: Mecklenburg

After review of this project it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)
<input type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begins activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary.	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply well.	7 days (15 days)
<input type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input checked="" type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.O100 thru 2Q.O300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.O113).	90 days
<input checked="" type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input checked="" type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)
<input checked="" type="checkbox"/>	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with _____ <u>Local Government's</u> approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		Based on Local Program
<input type="checkbox"/>	Compliance with 15A NCAC 2H .0126 - NPDES Stormwater Program which regulates three types of activities: Industrial, Municipal Separate Storm Sewer System & Construction activities that disturb ≥ 1 acre.		30-60 days (90 days)
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 -State Stormwater Permitting Programs regulate site development and post-construction stormwater runoff control. Areas subject to these permit programs include all 20 coastal counties, and various other counties and watersheds throughout the state.		45 days (90 days)

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: MRO
Project Number: 21-0893 Due Date: 5/14/2021
County: Mecklenburg

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with DEQ Bond amount varies with type mine and number of acres of affected land. Affected area greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, and certify construction is according to DEQ approved plans. May also require a permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage or the total project cost will be required upon completion.	30 days (60 days)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with DEQ running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	10 days N/A
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with DEQ at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property	15-20 days N/A
<input checked="" type="checkbox"/>	401 Water Quality Certification	Compliance with the T15A 02H .0500 Certifications are required whenever construction or operation of facilities will result in a discharge into navigable water as described in 33 CFR part 323.	60 days (130 days)
<input type="checkbox"/>	Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program		
<input type="checkbox"/>	Nutrient Offset: Loading requirements for nitrogen and phosphorus in the Neuse and Tar-Pamlico River basins, and in the Jordan and Falls Lake watersheds, as part of the nutrient-management strategies in these areas. DWR nutrient offset information: http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information		
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 - \$475.00 fee must accompany application	75 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$100.00 fee must accompany application	22 days (25 days)
<input checked="" type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
<input checked="" type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input checked="" type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of the <u>Charlotte</u> water system must be approved through the <u>Charlotte</u> delegated plan approval authority. Please contact them at <u>704-336-1015</u> for further information.		

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: MRO
Project Number: 21-0893 Due Date: 5/14/2021
County: Mecklenburg

Other Comments (attach additional pages as necessary, being certain to comment authority)

	Division	Initials	No comment	Comments	Date Review
5.5	DAQ	PW*	<input type="checkbox"/>	See checked items. Implementation of the Clean Air Act in the County has been delegated to staff within the Land Use and Emergency Services Agency (LUESA). You should contact them directly for all information related to this program. https://www.mecknc.gov/LUESA/Pages/Home.aspx .	5/3/2021
7.4	DWR-WQROS	AHP	<input type="checkbox"/>	401 certificate required as noted when surface waters and/or wetlands are impacted (box checked). Please have a NCCWC properly abandon any wells that may be in the way of the development. WQROS will defer to any more specific comments that may be generated by DWR-401 & Buffer Transportation Permitting Branch as this is a transportation related project.	5/12/2021
1.8	DWR-PWS	JHW	<input type="checkbox"/>	See Pabove comment	4/20/2021
1.8	DEMLR (LQ & SW)	ZSK	<input type="checkbox"/>	See above Comments	4/28/2021
	DWM – UST	RHT	<input type="checkbox"/>	RE: Project Review Form: 21-0893 I have read through the scoping document for the proposed project. The following comments are pertinent to my review: 1. The Mooresville Regional Office (MRO) UST Section recommends removal of any abandoned or out-of-use petroleum USTs or petroleum above ground storage tanks (ASTs) within the project area. The UST Section should be contacted regarding use of any proposed or on-site petroleum USTs or ASTs. We may be reached at 704-663-1699. 2. Any petroleum spills must be contained, and the area of impact must be properly restored. Petroleum spills of significant quantity must be reported to the North Carolina Department of Environment & Natural Resources – Division of Waste Management Underground Storage Tank Section in the Mooresville Regional Office at 704-663-1699. 3. Any soils excavated during demolition or construction that show evidence of petroleum contamination, such as stained soil, odors, or free product must be reported immediately to the local Fire Marshall to determine whether explosion or inhalation hazards exist. Also, notify the UST Section of the Mooresville Regional Office at 704-663-1699. Petroleum contaminated soils must be handled in accordance with all applicable regulations. If you have any questions or need additional information, please contact me at Ron.Taraban@ncdenr.gov or by phone at 704-235-2167.	4/21/2021
	Other Comments		<input type="checkbox"/>		/ /

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

☐ **Asheville Regional Office**
2090 U.S. 70 Highway
Swannanoa, NC 28778-8211
Phone: 828-296-4500
Fax: 828-299-7043

☐ **Fayetteville Regional Office**
225 Green Street, Suite 714,
Fayetteville, NC 28301-5043
Phone: 910-433-3300
Fax: 910-486-0707

☒ **Mooresville Regional Office**
610 East Center Avenue, Suite 301,
Mooresville, NC 28115
Phone: 704-663-1699
Fax: 704-663-6040

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

- | | | |
|---|---|--|
| <input type="checkbox"/> Raleigh Regional Office
3800 Barrett Drive,
Raleigh, NC 27609
Phone: 919-791-4200
Fax: 919-571-4718 | <input type="checkbox"/> Washington Regional Office
943 Washington Square Mall,
Washington, NC 27889
Phone: 252-946-6481
Fax: 252-975-3716 | <input type="checkbox"/> Wilmington Regional Office
127 Cardinal Drive Ext.,
Wilmington, NC 28405
Phone: 910-796-7215
Fax: 910-350-2004 |
| | <input type="checkbox"/> Winston-Salem Regional Office
450 Hanes Mill Road, Suite 300,
Winston-Salem, NC 27105
Phone: 336-776-9800
Fax: 336-776-9797 | |

ROY COOPER
Governor
DIONNE DELLI-GATTI
Secretary
MICHAEL SCOTT
Director



North Carolina Department of
Environmental Quality,
Division of Waste Management,
Solid Waste Section
(NCDEQ DWM SWS)

DATE: May 12, 2021

TO: Michael Scott, Division Director through Sharon Brinkley

FROM: Deb Aja, Western District Supervisor - Solid Waste Section

RE: NEPA Project 21-0893, Mecklenburg County, N.C.
Charlotte Douglas International Airport – Environmental Assessment for the
Capacity Enhancement Projects

8.5

The Solid Waste Section has reviewed the Environmental Assessment for the City of Charlotte Capacity Enhancement Projects to include the construction of a new fourth parallel runway and associated exits and taxiways and expansion of the terminal Concourse B and C building and ramp at the Charlotte Douglas International Airport, located in Charlotte, Mecklenburg County, North Carolina. It appears that the new fourth parallel runway is proposed to be located adjacent to or over a solid waste land clearing and inert debris landfill permitted by Mecklenburg County (Permit 60-AU-LCID, 1999, formerly demolition landfill Permit 60-AU, 1991. Mecklenburg County may be contacted for information regarding the landfill. The Solid Waste Section must be contacted for permitting requirements for the construction of any roads, structures, or other construction activities proposed to be located over the waste disposal area, or if the landfill will be disturbed during construction. Otherwise, the review has been completed and has found no adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project from a solid waste perspective.

8.6

During the project, every feasible effort should be made to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste existing at the site or generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility approved to manage the respective waste type. The Section strongly recommends that any contractors are required to provide proof of proper disposal for all waste generated as part of the project.

A list of permitted solid waste management facilities is available on the Solid Waste Section portal site at: <http://deq.nc.gov/about/divisions/waste-management/waste-management-rules-data/solid-waste-management-annual-reports/solid-waste-permitted-facility-list>

Questions regarding the management of solid waste for this project should be directed to Joseph Hack, Mecklenburg County Land Use & Environmental Services, at (980) 314-3864.

Ec: Jason Watkins, Field Operations Branch Head
Teresa Bradford, Environmental Senior Specialist
Joseph Hack, Mecklenburg County



North Carolina Department of Environmental Quality | Division of Waste Management
Asheville Regional Office | 2090 U.S. Highway 70 | Swannanoa, North Carolina 28778
828.296.4500

Department of Environmental Quality
Project Review Form

Project Number: 21-0893

County: Mecklenburg

Date Received: 4-19-2021

Due Date: 5-14-2021

Project Description: *Environmental Assessment - Proposed project is for the construction of a new fourth parallel runway and associated exits and taxiways and expansion of the terminal Concourse B and C building and ramp. Or go to <https://www.airportprojects.net/clt-capacity-ea/documents-reports>*

This Project is being reviewed as indicated below:

Regional Office	Regional Office Area	In-House Review
<input type="checkbox"/> Asheville	<input checked="" type="checkbox"/> Air	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Fayetteville	<input checked="" type="checkbox"/> DWR	<input type="checkbox"/> Parks & Recreation
<input checked="" type="checkbox"/> Mooresville	<input checked="" type="checkbox"/> DWR - Public Water	<input checked="" type="checkbox"/> Waste Mgmt
<input type="checkbox"/> Raleigh	<input checked="" type="checkbox"/> DEMLR (LQ & SW)	<input type="checkbox"/> Water Resources Mgmt
<input type="checkbox"/> Washington	<input checked="" type="checkbox"/> DWM-UST	<input type="checkbox"/> (Public Water, Planning & Water Quality Program)
<input type="checkbox"/> Wilmington		<input checked="" type="checkbox"/> DWR-Transportation Unit
<input type="checkbox"/> Winston-Salem		<input type="checkbox"/> <u>Donna Hood</u>
		<input type="checkbox"/> Coastal Management
		<input type="checkbox"/> Marine Fisheries Military Affairs
		<input type="checkbox"/> DMF-Shellfish Sanitation
		<input checked="" type="checkbox"/> Wildlife <u>Olivia/Marla</u>
		<input type="checkbox"/> Wildlife - DOT

Manager Sign-Off/Region:	Date: 5/14/21	In-House Reviewer/Agency: Melodi Deaver, Hazardous Waste Section
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Response (check all applicable)

☐ No objection to project as proposed. **1.7** ☒ No Comment
☐ Insufficient information to complete review ☐ Other (specify or attach comments)

If you have any questions, please contact:

Lyn Hardison at lyn.hardison@ncdenr.gov or (252) 948-3842
943 Washington Square Mall Washington NC 27889
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In The Matter Of

CLT Capacity Enhancements Environmental Assessment

CASE

**Public Workshop & Hearing
Charlotte Airport**

Date

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ENVIRONMENTAL ASSESSMENT
PUBLIC WORKSHOP & HEARING

IN RE:

CLT CAPACITY ENHANCEMENT
PROJECT

Transcript of remote public workshop/hearing
held on Monday, May 17, 2021, commencing at
1:00 p.m.

APPEARANCES:

Sarah Potter, Project Manager, Landrum & Brown
Jack Christine, COO of Charlotte, North Carolina
David Proctor, Public hearing moderator

- - -

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PROCEEDINGS

MS. POTTER: Thank you everyone for attending the virtual public workshop for the Charlotte Enhancement Project Environmental Assessment. My name is Sarah Potter. I am the project manager for Landrum & Brown, the consultant who is preparing the EA for the City of Charlotte. Also with me is Jack Christine, the COO of Charlotte, and he will be available after the presentation to assist with answering questions.

The draft EA document was published on April 16th, and is now available on our project website. Comments on the draft EA will be accepted through June 1st of this year, and information on where to submit the comments is provided at the end of this presentation.

This presentation today, and the presentation tomorrow, are exactly the same. No new information will be presented in either meeting.

Some background and meeting logistics. So this -- the City of Charlotte is hosting this virtual public workshop. It's just to

1 summarize what the findings were in the draft
2 EA.

3 It's going to start, as I mentioned,
4 with the presentation, and then followed by
5 the Q&A session with myself and Jack.

6 Attendees audio and web cams are
7 disabled. So in order to submit questions, if
8 you take your cursor and hover it over the
9 bottom of your screen, you will see a Q&A
10 button. You can go ahead and press that and
11 enter your questions throughout the
12 presentation.

13 I do ask if you have a specific
14 question about a certain slide, if you would
15 put the slide number so that we can reference
16 it.

17 If there are media inquiries, if there
18 are any media folks on this presentation, we
19 ask that you please email media at
20 CLTairport.com for all inquiries you might
21 have.

22 Also want to mention that comments and
23 questions submitted during this presentation
24 are not included in the official record of
25 comments, so we highly encourage everyone to

1 submit your comments and your questions via
2 either through the public hearing that follows
3 this presentation, or through the email
4 address, or via the U.S. Postal Service.

5 At the end we will summarize all the
6 questions that we received in the final EA and
7 prepare responses to them.

8 Lastly I want everyone to know that
9 this meeting is being recorded and will be
10 posted on our project website.

11 So getting into the actual
12 presentation. It is going to start with
13 reviewing the roles in preparing the EA. We
14 are then going to talk about the EA process,
15 review the purpose and need, and alternatives.
16 Then we will present the potential
17 environmental impacts and end with the Q&A and
18 discuss how to submit written comments.

19 The FAA is the lead federal agency and
20 is ultimately responsible for compliance with
21 the National Environmental Policy Act. It is
22 also responsible for the scope and content of
23 the EA. At the end of the process, they are
24 the ones who actually will issue a decision on
25 the project, and implementation of the

1 project.

2 The City of Charlotte is the airport
3 sponsor and they are responsible for preparing
4 the EA in accordance with NEPA, and all other
5 regulations. Then the city also leads all
6 public outreach for the EA.

7 They also direct the work of the
8 consultant, which is Landrum & Brown, who I
9 work for. We then also direct the work of the
10 subconsultants that are assisting us on the EA
11 preparation.

12 The purpose of an EA is to analyze and
13 document potential environmental affects from
14 a proposed project, or what we call the
15 proposed action and alternatives. Then you
16 are supposed to develop mitigation measures
17 that would mitigate any of the impacts that
18 you could have from the project.

19 This slide shows the actual EA process,
20 which started with the conversion from the EIS
21 that was going on prior to the EA. Then it
22 leads into the confirmation of the purpose and
23 need, development of the alternatives,
24 describing the effected environment, and
25 leading into the environmental impacts for

1 each alternative.

2 As I mentioned, the draft EA was
3 published on April 16th. We're now in the
4 public review and comment period, which is 45
5 days long. Today and tomorrow we're holding
6 these virtual workshops and hearings, which
7 will give you the opportunity, the hearing
8 gives you the opportunity for the public to
9 submit oral comments on the draft EA document.

10 Following the 45 day comment period,
11 all of the comments will be summarized and
12 included in the final EA document. Then the
13 FAA will ultimately issue their federal
14 decision.

15 Moving on to the purpose and need.
16 There are two needs that the airport is
17 addressing with the project. The first need
18 is insufficient gate capacity and ramp
19 congestion.

20 A gating analysis was completed on the
21 FAA approved forecast. The results you will
22 see on the screen are in the table. A total
23 of 140 gates would be needed in 2028, and 150
24 are needed in 2033. If no additional gates
25 are constructed in the future, aircraft would

1 continue to hold on the airfield after landing
2 to wait for an open gate. Having aircraft
3 hold on the airfield results in increased
4 congestion on the pavement surrounding the
5 terminal. Excessive wait times during these
6 peak arrival periods will effect all of the
7 airline schedule integrity, which ultimately
8 means that you could miss your connection.

9 Complicating the gate shortage is also
10 the ramp movement area, which is the pavement
11 surrounding the terminal complex. There are
12 currently five concourses; A, B, C, D, and E,
13 which you can see on the diagram on the
14 screen, and each provides a combination of
15 single taxi lanes, which is the red line on
16 the diagram, and dual taxi lanes, which is the
17 green line on the diagram. The dual taxi
18 lanes provide the ability for aircraft to
19 operate in opposite directions, similar to a
20 roadway. Single taxi lanes only have one
21 bidirectional flow. So only one aircraft can
22 be moving in one direction at a time. Because
23 of this, it results in major ramp congestion,
24 especially in the areas of Concourses D and E.
25 Between the two concourses there are

1 approximately 55 gates, which is about half
2 the capacity, the gate capacity at the
3 airport, which leads to high traffic volumes
4 in that area.

5 Then additionally Concourse C is the
6 regional jet concourse, which results in more
7 turns or more aircraft movements per gate, per
8 day, which also increases the congestion in
9 that area.

10 The second need for the project is in
11 addressing insufficient runway capacity to
12 meet future demand at acceptable levels of
13 delay. An acceptable level of delay for this
14 project was defined as an all weather average
15 of seven minutes per operation -- that is
16 runway delay -- seven minutes of runway delay
17 per operation.

18 Airfield simulations were prepared, so
19 that we could understand the runway delays
20 currently at Charlotte. The simulation showed
21 that the throughput, which is the number of
22 aircraft operations that can be processed by
23 the runways, increases by 13 percent between
24 2016 and 2018; whereas all weather average
25 delays increase by 21 percent. These changes

1 between throughput and delay demonstrate that
2 the runway system has the ability to achieve
3 greater throughput beyond the 2016 level, but
4 it does so at rapidly increasing delays. So
5 as a result it is reasonable to conclude that
6 the runway system as Charlotte was approaching
7 capacity in 2016.

8 Between 2028 and 2033 the throughput
9 increase is anticipated to slow to 4 percent,
10 but as you can see, delays would continue to
11 increase at a rapid pace of 24 percent.

12 So this relationship, throughput and
13 delay, indicates that the runway system at
14 Charlotte would reach capacity around 2028.

15 The airport developed a set of project
16 elements to address the needs that were
17 previously described. These elements
18 collectively are referred to as proposed
19 action. The proposed action in this EA
20 includes a 10,000 foot runway, which you see
21 in the diagram in purple. It includes north
22 and south end around taxiways. In addition,
23 West Boulevard also requires relocation due to
24 the end around taxiway and safety areas.

25 The proposed relocation includes using

1 existing roadways Byrum and Piney Top. The
2 other main element includes expanding
3 Concourses B and C. It also includes creating
4 dual taxi lanes around the terminal area,
5 closing runway 523, and expanding the ramp
6 areas south, to create east/west corridors
7 that allow for more efficient movement of
8 aircraft.

9 The Council on Environmental Quality
10 requires that an EA explore and consider all
11 reasonable and feasible alternatives to the
12 proposed action that meet the purpose and need
13 but potentially with a lesser environmental
14 impact.

15 So as a result, this EA included a
16 thorough and objective assessment of all
17 alternatives. The virtual presentation that
18 was on our website back in December of 2020
19 presented the alternatives analysis. And the
20 analysis, what it concluded was that we were
21 carrying forward what we called three build
22 alternatives for analysis of potential
23 environmental impacts.

24 The no action is also required to be
25 carried forward in the EA by the Council of

1 Environmental Quality, even though it doesn't
2 meet the purpose and need. The no action is
3 used as a comparison for all of the build
4 alternatives to compare back to, so that we
5 can understand the level of impacts from each
6 alternative.

7 In the no action alternative for this
8 EA, all of the airport infrastructure would
9 remain the same as today, except with a few
10 additional independent improvement projects
11 that are currently under design or
12 construction. These projects are circled in
13 orange on the slide, and they have each
14 undergone their own independent meet the
15 documentation and approval process.

16 These include the Concourse A Phase II
17 pier, which is located just north of the
18 second pier on A. There is also additional
19 ramp expansion to the north of that. There is
20 also the north end around taxiway on the
21 center runway, which is on the north end. It
22 also includes west hold pads. Then on the
23 south midfield area there is a deice pad and
24 crossfield taxiway.

25 In the no action scenario it is very

1 important to understand that even without the
2 new runway and the terminal expansion
3 operations are forecasted to increase at the
4 airport. As a result, the airport would
5 continue to experience delays and an increase
6 in congestion on the airfield with the
7 existing runway and shortage of gates.

8 Alternative 1 is the first build
9 alternative that we are turning forward, and
10 this one you have previously just seen, which
11 is the proposed action. It includes a new
12 runway in the midfield and the north and south
13 end around taxiways.

14 The new runway would be located 3100
15 feet to the east of the west runway. 1200
16 feet to the west of the center runway. This
17 alternative also includes expansions of
18 Concourses B and C. Crossfield taxiway
19 corridors and closing runway 523. It also
20 includes the dual taxi lanes around the
21 concourses.

22 The new runway is assumed to primarily
23 be used by departures and as a result it's
24 10,000 feet long. Arrivals are assumed to
25 occur on the west runway, the existing center

1 runway, and the east runway. It is assumed
2 that departures would occur on the new runway,
3 and also the east runway.

4 Alternative 2 is very similar to
5 Alternative 1. The new runway is located 3200
6 feet to the west -- or to the east of the west
7 runway, and 1100 feet west of the center
8 runway. This 100 foot shift that you are
9 seeing between Alternative 1 and Alternative 2
10 is meant to potentially take advantage of
11 future runway separation rule changes by the
12 FAA that allow the runways to be used
13 differently.

14 In this alternative the runway use is
15 assumed to be exactly the same as
16 Alternative 1, which is the new runway is
17 10,000 feet long and is a departure runway.
18 Arrivals would occur on the west center and
19 east runway, and departures are assumed to
20 occur on the new runway and the east runway.

21 Then our last alternative,
22 Alternative 3 includes a new runway in the
23 midfield. This runway is located 3400 feet to
24 the east of the west runway, and 900 feet to
25 the west of the center runway. This new

1 runway in this alternative is only 8900 feet
2 long, as it is assumed to be primarily used
3 for arrivals and therefore a 10,000 foot
4 runway would not be required.

5 In this alternative, it's assumed
6 arrivals would occur primarily on the west
7 runway, the new runway, and then the east
8 runway. Departures would occur on the
9 existing center runway, and the east runway.

10 Each of the build alternatives and the
11 no action alternative were evaluated for their
12 potential impact on 18 resource categories,
13 which are identified on this slide.

14 The next section of the presentation
15 will review the environmental impact at a high
16 level for each of the categories you see in
17 bold. These include DOT Section 4(f)
18 historical archeological and cultural
19 resources, noise, and noise compatible land
20 use, and water resources, which includes
21 wetlands, floodplains, surface water, and
22 ground water.

23 All of the remaining categories that
24 are shown on this slide can be found in the
25 draft EA document, with all the information on

1 the potential impacts along with the ones in
2 bold too. We're just try to present high
3 level information here.

4 So the first category we are going to
5 discuss is historic, architectural,
6 archeological, and cultural resources. The
7 National Historic Preservation Act is the
8 primary law governing the preservation of
9 historic and prehistoric resources.

10 Section 106 of that Act requires the FAA to
11 determine the potential affects of
12 undertakings, or what we call a proposed
13 action or alternative.

14 The study area defined for historic
15 resources is called the area of potential
16 effect APE and is shown on the screen in
17 purple. This boundary was identified to
18 include all areas that could physically be
19 impacted by the project, but it also includes
20 areas where visual or noise increases could
21 occur.

22 Two historic resources were identified
23 within the APE boundary. These include the
24 WPA Douglas Airport Hangar, which is
25 identified as the number one the map; and the

1 Old Terminal Building, which is identified as
2 number two on the map. Both of these
3 properties are determined to be eligible for
4 listing on the National Register of Historic
5 Places.

6 The impact analysis we prepared as part
7 of the EA determined that the WPA Douglas
8 Airport Hangar would not experience either a
9 direct or indirect adverse effect from the
10 project on any of alternatives; however the
11 Old Terminal Building would be removed under
12 all of the alternatives, therefore would have
13 a direct adverse effect.

14 The FAA, North Carolina Historic
15 Preservation Office and the City of Charlotte
16 will enter into a memorandum of agreement to
17 address the impact and to mitigate the adverse
18 effect.

19 Moving on to the U.S. Department of
20 Transportation Section 4(f). These are
21 resources which are publicly protected. They
22 include publicly owned parks, recreation
23 areas, wildlife and waterfowl refuges, and
24 historic sites of national, local, or state
25 significance.

1 For Section 4(f) resources in this EA,
2 the study area was the same as historic
3 resources, as historic resources are also
4 Section 4(f) resources.

5 So the previously two discussed, the
6 WPA Douglas Airport Hangar and the Old
7 Terminal Building are both considered 4(f) and
8 are located within our study area.

9 Now when you look at 4(f) impacts there
10 is two types you have to look at within NEPA.
11 The first is a physical use and the second is
12 what we call a constructive use.

13 A physical use would occur when the
14 action involves an actual physical taking of
15 the property; and then a constructive use is
16 when the impacts on the property are so severe
17 that the activities or features that qualify
18 the property for protection are impaired.

19 Implementation of all of the
20 alternatives was determined to have a physical
21 use on the Old Terminal Building, as I just
22 mentioned. It would be physically removed as
23 part of the project. The WPA Douglas Airport
24 Hangar was not going to experience a physical
25 or constructive use. As previously mentioned,

1 to mitigate the impact of the Old Terminal an
2 MOA will be prepared between the FAA, North
3 Carolina SHPO and the City of Charlotte.

4 The next category is noise and
5 noise-compatible land use. I think it is
6 important so that everyone understands that
7 FAA defines a significant impact would occur
8 if the action or the alternative, what we're
9 talking about here is an alternative, would
10 increase noise by a 1.5 decibel or more for a
11 noise sensitive land use within the 65 DNL.

12 So for example, if noise increased from
13 65 and a half to 67, and it was over a noise
14 sensitive area, it would be a significant
15 impact. Just because a noise sensitive
16 facility is located within the 65 DNL contour,
17 is not a reason for it to be a significant
18 impact. It doesn't mean it's not experiencing
19 noise, but it's just not a significant impact.

20 One last point I want to make before we
21 talk about each alternative is that the FAA
22 requires that the determination of impact be
23 used, that we use a noise model. Actual
24 measurements are not allowed to be used. We
25 have to use an actual model, and we have to

1 develop these impacts through the use of
2 contours.

3 As you see -- can you go back a slide,
4 please, Kevin. So the exhibit -- one more
5 forward, sorry. There you go. Thank you.

6 The exhibit on the screen shows the
7 2033 no action alternative 65 DNL and it is in
8 the black hatched area. The 2033
9 Alternative 1 65 DNL is shown in the blue
10 line. You can see we overlaid them on each
11 other, so you can see the different between
12 the two contours.

13 The 1.5 dB increase area, or the area
14 that's the significant noise impact area is
15 shown in the green hatched area. That area is
16 entirely located over compatible land use.
17 It's over the airport property and a little
18 bit is over the Norfolk Southern property. So
19 as a result there are no significant noise
20 impacts for this alternative. There would be
21 21 less residential units located within the
22 Alternative 1 65 DNL noise contour. There
23 would also be one less school. There would be
24 one more church, and one more daycare facility
25 located in the 65 for the Alternative 1 noise

1 contour.

2 Next is Alternative 2. So again, the
3 no action is shown in the black hatched line
4 and then the Alternative 2 contour is shown in
5 the blue line on this slide. Again the green
6 hatch shows the 1.25 dB significance area. As
7 you can see, this is very similar to
8 Alternative 1 and that area remains entirely
9 over airport property, therefore there would
10 be no significant impacts, noise impacts with
11 this alternative. In this alternative there
12 would be 17 less residential units. There
13 would be one less school, one more church, and
14 one more daycare facility within the
15 Alternative 2 noise contour.

16 Alternative 3, if you remember back
17 when I described the alternatives and their
18 runway use, this alternative, the new runway
19 is used primarily by arrivals, that's what
20 it's assumed. This slide shows the difference
21 between the no action and the Alternative 3
22 contour, which again black hatched is no
23 action, and blue line as Alternative 3. As
24 you can see, the 1.5 dB increase area of
25 significant noise increase extends south over

1 residential areas. So there would be a
2 significant impact with this alternative. In
3 addition, there would be an increase of four
4 residential units, one less school, one more
5 church, and one more daycare facility.

6 So this next slide is a zoom in of that
7 southern area, of where the 1.5 dB extends
8 south. There would be 20 units or 20 housing
9 units located within that significant impact
10 area. Approximately 50 people. Out of 20
11 residential units, 16 have been previously
12 sound insulated, and four have been offered,
13 however have declined.

14 The last category we're going to
15 discuss is water resources. As I mentioned,
16 this includes wetlands, floodplains, surface
17 water, and ground water resources. It also
18 includes wild and scenic rivers, however there
19 are none in the area.

20 So the study area for this resource was
21 defined by the area that would have physical
22 impacts from the project. It's identified you
23 can see in the orange outline on the slide.

24 The construction of all three
25 alternatives would result in permanent impact

1 to approximately 5 acres of wetlands, 8,150
2 linear feet of streams. Those impacts would
3 require an individual permit from the Army
4 Corp of Engineers and mitigation is required.

5 It's assumed the mitigation would be
6 achieved through the purchase of stream and
7 wetland credits from the Charlotte-Mecklenburg
8 Storm Water Services Umbrella Stream and
9 Wetland Mitigation Bank.

10 There would be 13 acres of 100 year
11 floodplains that would be impacted on the
12 south end of the airport property. This would
13 require a coordination with FEMA and remapping
14 of the floodplains.

15 There also would be an additional 211
16 acres of new impervious surface, which is new
17 pavement. This would be accommodated by the
18 airport's existing storm water system and
19 would not result in impacts.

20 Then lastly there is two wells that are
21 located south of Concourse B that would
22 require to be abandoned, and that would be
23 done so in accordance with federal, state, and
24 local regulations.

25 To summarize each of the alternatives,

1 Alternative 1 and 2 would not have significant
2 impacts, Alternative 3 would result in
3 significant noise impacts. Just as a
4 reminder, Alternative 1 is the airport's
5 proposed project at this time.

6 Moving on to COVID, we just don't want
7 to ignore the fact that COVID exists and has
8 happened. We know that the magnitude of
9 COVID, the affects on the aviation industry
10 are still happening at this time. Despite
11 that, every other major worldwide incident has
12 recovered, the aviation industry has
13 recovered. There is an underlying demand for
14 air transportation.

15 Across the country it's unknown how
16 long it will take to get back to prepandemic
17 levels, but Charlotte is seeing very rapid
18 increase, and as far I know back at 2019
19 levels as we speak today. So they have been
20 one of the faster recovering airports in the
21 country to get back to pre-pandemic levels.

22 Charlotte will continue to monitor the
23 actual traffic and delays, and just make sure
24 that they are tracking the time frames that we
25 have outlined in this EA, and that these are

1 still appropriate for this project.

2 That ends the presentation. If you
3 have any questions, please submit them now and
4 we will do our best to get through them before
5 we move into the public hearing at 2:00 p.m.
6 If you would like to submit a formal written
7 comment, which we highly encourage, please do
8 so using the email address that you see on the
9 screen, CLTcapacityEA@landrum-brown.com, or you
10 can mail them in and address them to Sarah
11 Potter, 4445 Lake Forest Drive, Cincinnati,
12 Ohio 45242.

13 As I mentioned earlier, all comments
14 must be submitted by June 1, 2021. We will
15 respond to the comments in the final EA. Then
16 following that, FAA will publish the final EA,
17 and FAA will issue their federal decision.

18 So I'm going to take a second here just
19 look at the comments that we've received.
20 Then I will read them out. Jack and I will
21 with respond to them as appropriate. Just
22 give me a second here.

23 There is a specific question on the
24 number of flights that are forecasted per day
25 by 2023. Max flights per hour in 2023. I

1 believe the question, we analyzed the years
2 2028 and 2033. Maybe that question is
3 referring to operations in 2033. I would
4 encourage the person who asked the question to
5 reference Appendix B. There is a forecast in
6 there that gives a lot more information than I
7 will provide in this presentation. However,
8 annual operations were assumed to be
9 approximately 675,000, that's what was
10 forecasted in 2033. On an average day that
11 equals about 1,851 ops. I do encourage this
12 person to reference Appendix B for more
13 information on the forecast.

14 The next question is what is the
15 percentage increase from 2016 versus 2033
16 forecasted. So in 2016 the number of
17 operations forecasted was 545,000-ish. So the
18 increase to 2033 is approximately a 24 percent
19 increase, over 17 years. Again, that is in
20 Appendix B. These are FAA approved forecasts
21 that were used in this document. Everything
22 has been fairly well vetted through many lines
23 of FAA, and the airlines, and the airport.

24 The next question. You mention no
25 parks were effected, however it looks like the

1 airport overlook of the area of 18 Center will
2 be displaced. Is there plans to relocate
3 that. Jack, I'll let you go ahead and answer
4 that.

5 MR. CHRISTINE: Sure. Thank you for
6 the question. Yes, the overlook is going to
7 be impacted by the project; however, we're
8 already in design for the end around taxiway
9 around the center runway. That project will
10 start construction this year. As part of that
11 project, we've already identified the location
12 for a new airport overlook and it is currently
13 in design. That overlook location will be in
14 place before the project, or as the project is
15 completing in 2024. We intend to keep the
16 overlook available until we're ready to move
17 into the new location. We absolutely wanted
18 to protect that amenity. We're looking
19 forward to replacing that and enhancing it as
20 part of that project.

21 MS. POTTER: The next question is,
22 has FAA considered an alternative measure
23 instead of 65 DNL to ascertain the significant
24 impact. I can't answer that question and
25 neither really can Jack. That is a question

1 for the FAA. I do know that if you would like
2 to submit that question to them, I'm sure they
3 would be happy to receive it. This project
4 has to use the current FAA guidance, which is
5 a 1.5 dB increase is considered a significant
6 impact.

7 So another question, will this
8 presentation and this slide with these
9 responses be available on the website. This
10 presentation has been recorded and will be
11 posted to the project website. Then also any
12 comments that are written or submitted via the
13 hearing that follows this presentation will be
14 included in the final EA and will include
15 responses to them.

16 That is the last question I see, unless
17 anybody has any additional ones that they
18 would like to add. Otherwise, we can take an
19 intermission and the public hearing will start
20 promptly at 2:00 p.m., which will have more
21 information on this. This public hearing is
22 just an opportunity for the public to submit
23 oral comments. It's not another question and
24 answer session. It is truly just for the
25 public to submit oral comments, and they will

1 also be included in the final EA, and
2 responded to.

3 With that, I think we will hang here
4 for a couple minutes. If there is any other
5 questions, otherwise we're going to take a
6 break and then we will be back at 2:00.

7 (Intermission)

8 MR. PROCTOR: Good afternoon and
9 welcome to the public hearing for the
10 Charlotte Douglas International Airport
11 Capacity Enhancements Draft Environmental
12 Assessment, or EA.

13 My name is David Proctor. I am the
14 public hearing officer for this hearing. The
15 purpose of today's hearing is to collect
16 verbal comments from the general public
17 concerning the adequacy of the information
18 disclosed in the draft EA on the proposed
19 capacity enhancement projects at CLT.

20 If you have not yet signed up to speak
21 in this public hearing, but would like to,
22 submit your name in the Q&A comment box at the
23 bottom of your screen, stating that you would
24 like to do so. By doing so, your name will be
25 added to the list. I would like to take this

1 opportunity to make sure that everyone
2 understands that no decision will be made
3 today regarding the proposed project. Today's
4 hearing is not a question and answer type of
5 forum. Our job is to listen to what you have
6 to say about the adequacy of the information
7 in the draft EA. In other words, it's your
8 turn to talk to us.

9 Since we are here to listen, we're not
10 going to respond to questions about the pros
11 and cons of the proposed project. Since
12 1:00 p.m. this afternoon we've held a public
13 workshop for anyone to ask questions about the
14 environmental process, and the various
15 components of the proposed project.

16 Following publication of the draft EA
17 for review and comment, the next step in the
18 federal environmental disclosure process is
19 conducting today's hearing.

20 When it is your turn to speak, your
21 name will be called, and we will unmute you.
22 Please note that once unmuted by us, you may
23 have to unmute yourself. The unmute button is
24 at the bottom left of your screen.

25 So that everyone has the opportunity to

1 provide verbal comments, everyone will get
2 three minutes to speak. To be fair, we are
3 not going to allow people to transfer their
4 allotted time to someone else. I ask that
5 when you speak, you give us your name for the
6 record. If you need more than three minutes
7 to provide your comments, we ask that you
8 provide your comments in writing and submit
9 them to the project email or mailing address.
10 Remember that the deadline to submit comments
11 is June 1, 2021.

12 This hearing is scheduled until
13 3:00 p.m. We will stay here for as long as
14 necessary for everyone to get a chance to
15 provide verbal comments on the draft EA.

16 As I said earlier, our job today is to
17 listen to your comments. Before including
18 your name, address, and telephone number,
19 email, or other personal identifying
20 information in your comment, be advised that
21 your entire comment, including your personal
22 information, may be made publicly available at
23 any time. While you can ask us in your
24 comment to withhold from public review your
25 personal identifying information, we cannot

1 guarantee that we will be able to do so.

2 Before we begin, I would just like to
3 remind everyone that this hearing is being
4 recorded and a transcript of this hearing will
5 be included in the official record of this
6 project.

7 With that being said, we will move on
8 to preregistered speakers. As a reminder, you
9 will have three minutes to speak. There will
10 be a timer on the screen for your reference.
11 We ask that you keep your remarks within that
12 time period. I will provide notice if you go
13 beyond that time period, and give you a few
14 more moments to finish your remarks. We will
15 then mute you, and move on to the next
16 speaker.

17 Starting off we have Mr. Robert
18 Petruska. We may call on next Jeffrey Mosher
19 after that, so starting with Robert Petruska,
20 we will unmute your microphone and you can
21 speak now.

22
23 2.4

MR. PETRUSKA: Hi, good afternoon.
Robert Petruska here. Thank you very much.
24 My comment is that 65 DNL noise metric for
25 establishing significant impact is fatally

2.4
(cont'd)

1 flawed. It works fine when you are close to
2 the airport as you can see in the contours
3 that were presented earlier. It does not
4 address the impact to human beings who live
5 outside of that narrow radius around the
6 airport. I'll explain why that is.

7 So 65 DNL is really about ground
8 noise. Now the FAA has instituted NextGen,
9 which is a very precise way for aircraft to
10 navigate using satellite.

2.5

11 I rented a car recently, a brand new
12 car, the car started beeping at me and I had
13 no idea why it was. The car had an advanced
14 satellite navigation system in it. The car
15 determined that I was more than a foot from
16 being exactly center of my lane, and it beeped
17 at me. First of all, I didn't realize I was
18 such a bad driver. But second of all, I was
19 amazed by the technology. Imagine that
20 technology being used by the FAA and aircraft
21 as they are flying over our houses.

22 As we increase the number of flights
23 per day by 24 percent, as was given to us, or
24 forecast, that will mean more and more
25 aircraft fly over our heads. The FAA NextGen

2.5
(cont'd)

1 arbitrarily positioned very precise RNAV
2 waypoints above people houses. They are very
3 much immobilized or they don't move. In other
4 words, they were just arbitrarily selected to
5 increase throughput safely at the airport to
6 address the hub and spoke logistics model that
7 is being used at the airport.

8 In other words, banks of aircraft have
9 to land at the same time. You will get
10 hundreds of aircraft that will land within an
11 hour. Then this same batch will redistribute
12 the packages and people and fly back out.

13 The problem with NextGen nav waypoints
14 is they are so accurate that when the human
15 beings and taxpayers who are below those RNAV
16 waypoints, they have no remedy. Basically you
17 have aircraft flying over your house every 30
18 seconds or even 17 seconds between aircraft.
19 It's very objectionable and bothers people.

2.4

20 So bottom line is that there needs to
21 be a different metric to assess significant
22 impact. For example, N Above or C-Weighted
23 decibel. At least drops the decibels down to
24 45 decibels. Thank you very much.

25 MR. PROCTOR: Thank you very much,

1 Mr. Petruska. We are going to now move on to
2 Jeffrey Mosher, if he's available. Then
3 Judson Larkins, and Romato Fofana. I'm seeing
4 that they there not available at this moment.
5 If they sign on later, we will come back to
6 them.

7 Moving on to our next speaker would be
8 Kurt Wiesenberger. Then we will follow that
9 up by Rufus Beatty. Kurt Wiesenberger, we
10 will unmute your microphone now. Just wanted
11 to remind, if we unmute your microphone, you
12 may have to also unmute yourself as well.
13 That is in the lower left.

14 MR. WIESENBERGER: My name is Kurt
15 Wiesenberger, and I'm a member of the
16 Charlotte Airport Community Roundtable. The
17 roundtable has been very actively concerned
18 about air noise for surrounding communities
19 for four years or so. Within the last 12
20 months submitted a slate of proposals to the
21 FAA to reduce airport noise that has been very
22 bothersome to communities like Steele Creek,
23 Mount Island Lake, and other areas like that.

24 My point is very simple and Bob
25 Petruska pointed out a number of technical

2.5

2.14

2.1

issues associated with NextGen and how flights are managed by the FAA. I would just like to submit a concern that I understand this project is about expanding the airport, and adding a fourth runway. These are issues that Charlotte is responsible for. I would like to see Charlotte actively address the fact that increasing airport capacity by let's say roughly 33 percent with these additions will increase the noise impact on the community by that amount or so. I think it's very shortsighted of the airport to move forward with such a thing when a current problem exists which there really is no solution for at this time. That is my comment and concern. Thank you very much for the opportunity.

MR. PROCTOR: Thank you very much, Mr. Wiesenberger.

We will now move on to Rufus Beatty. Then follow up with Hannah Smoot. So Rufus Beatty, we will unmute you now, to give you the opportunity to speak. One moment, Mr. Beatty, we will unmute you. I believe you are attending via phone. I don't know -- we're still not hearing Mr. Beatty. One

1 moment, please. Mr. Beatty, you may have to
2 unmute your phone line. We have unmuted you
3 on our end. We will move on to the next
4 speaker. Then we will try to come back around
5 to you, to give you an opportunity to speak,
6 okay?

7 So we will move on to Hannah Smoot to
8 speak next. We will unmute you now, you may
9 have to unmute yourself as well.

1.7

10 MS. SMOOT: Sorry, I don't have a
11 statement. I'm just listening. Thank you.

12 MR. PROCTOR: Okay, thank you very
13 much. We are going to try to go back to Rufus
14 Beatty. Mr. Beatty, if you can try pressing
15 star 6 on your phone, that will allow you to
16 unmute yourself.

17 MR. BEATTY: Yes, Mr. Proctor.

18 MR. PROCTOR: Okay, we can hear
19 you. Great. Thank you.

20 MR. BEATTY: Great, thank you.
21 My name is Rufus Beatty. The purpose of
22 speaking here today is to address the
23 historical importance of the Steele Creek
24 Presbyterian Church real estate. The airport
25 is currently accepting proposals under its RFP

1 process for the sale and development of
2 approximately 77 acres on Steele Creek
3 Road. The real estate for sale includes the
4 historic Steele Creek Presbyterian Church
5 property.

6 The sanctuary of the former Steele
7 Creek Presbyterian Church was built in 1889 by
8 its congregation, from brick made by the
9 congregation near the creek located on the
10 property.

11 The style of the sanctuary is Gothic
12 Revival. The sanctuary sits on the most
13 prominent hillside in southwest Mecklenburg
14 County. The adjacent cemetery contains nearly
15 2,000 graves dating from the 1700s to present.
16 The parents of the Reverend Billy Graham are
17 buried in the cemetery.

18 I make the following request to the
19 airport, the FAA, and the state historic
20 preservation office. The deed restrictions
21 under the RFP should include the following.
22 Number one, a 300 foot buffer surrounding all
23 sides of the cemetery. The existing forest
24 and trees should be left in place as a buffer
25 between the cemetery and development.

6.1

6.1
(cont'd)

A deed restriction should be put in place requiring the buyer of the property to leave the historic sanctuary at its current location and maintain the exterior architectural appearance of the sanctuary while repurposing the interior of the sanctuary.

A deed restriction that the hillside in front of the sanctuary, between the two driveways, be permanent green space, and not developed. Additionally, the Douglas house on the RFP property should be preserved, although perhaps in a different location. Father Douglas was the minister of Steele Creek Church from 1866 to 1879. Thank you very much.

MR. PROCTOR: Thank you very much, Mr. Beatty. Sorry for the delay in getting you online to speak.

Now we are going to call on a preregistered speaker that wasn't available originally, that is now available now. That is Jeffrey Mosher. Jeffrey Mosher, we will unmute you, you may have to unmute yourself as well.

1.7

MR. MOSHER: I'm sorry, I did not have any comments. I might have accidentally typed something in.

MR. PROCTOR: Okay, that's no problem. We wanted to make sure you had the opportunity to speak.

Seeing that we have completed our list of preregistered speakers, we will move on to anyone who is newly registered to speak. If during this hearing you have considered saying something, you can use the Q&A button at the bottom of your screen to ask to speak and we will put you in the queue. We will keep the session open for anyone who would like to speak.

(Awaiting additional comment)

MR. PROCTOR: Letting everyone know that if you just logged in, and you would like to comment, please note that you can enter your name in the Q&A section of the screen below and we will place you in the queue to speak. This is the public hearing portion of the workshop. We are talking comments.

(Awaiting additional comment)

1 MR. PROCTOR: If after this
2 presentation you have a comment, there is, as
3 shown up on the scene here, there is an email
4 address and mailing address where you can send
5 your comments as well.

6 (Awaiting further comment)

7 MR. PROCTOR: Just a reminder to
8 everyone also that recordings will be
9 available after both of these public workshops
10 have taken place. You can check the website
11 after Wednesday afternoon. Again, that is
12 after Wednesday afternoon there will be
13 recordings posted on the website of this
14 presentation.

15 (Awaiting additional comment)

16 MR. PROCTOR: I'm seeing we do
17 have a speaker requesting to talk. Melisa
18 Klink, we will unmute you now.

19 MS. KLINK: I just had a quick
20 comment to piggyback on some of the other
21 comments. I'm also concerned about the
22 increase of air traffic that is going to go
23 over my house. I know your study is within
24 the FAA limits, but I think we've all been
25 affected here in Charlotte, a large group of

2.1 /
2.5

2.1 /
2.5
(cont'd)

us, by the NextGen. If anything that is my concern, that sometimes the traffic, I have an airplane going over my house every minute. I am concerned about the increase in capacity. If there was a way to mitigate it. I mean it wasn't a problem to a lot of the residents in Charlotte previously, before NextGen came into play. I'm hoping the Charlotte airport can work with the community and be a better neighbor as far as noise pollution. That's all I have.

MR. PROCTOR: Thank you very much, Ms. Klink.

We are still open and available for public comments. If you have a comment to make, please use the Q&A button at the bottom of your screen and place your name there. We will unmute you, and you will be able to speak.

(Awaiting additional comment)

MR. PROCTOR: Just to remind everyone, we're here in the public hearing section of the workshop. If you have just signed on, you can request to speak using the Q&A button.

1 (Awaiting additional comment)

2 MR. PROCTOR: If anyone has just
3 logged on, joining us, if you would like to
4 comment, please note that you can enter your
5 name in the Q&A section at the bottom of the
6 screen, and we will unmute you, allow you to
7 speak.

8 (Awaiting additional comment)

9 MR. PROCTOR: Again, this is a
10 public hearing. If you have a comment to
11 make, we are here to listen to your comments.
12 Please use the Q&A button at the bottom to put
13 your name in to speak if you would like to
14 speak. We will unmute you and allow you to
15 speak.

16 If you have another comment that you
17 would like to propose the contact information
18 via email or mailing address is on the screen.

19 (Awaiting additional comments)

20 MR. PROCTOR: It looks like we have
21 a new request to speak. This is from Thelma
22 Wright. Thelma Wright, we will unmute you
23 now. Remember you may have to unmute yourself
24 at the bottom left.

25 MS. WRIGHT: Good afternoon. This

2.4

is Thelma Wright. My comment has been actually addressed by three prior speakers; Kurt Wiesenberger, Robert Petruska and I'm not sure the other name about the noise level and that the measurement is not an accurate level. I am affected by the arrivals being closer to the airport. Now more recently the departures. So I am concerned and I want my name or my concern to be listed rather than just being an attender of this particular public hearing. I do thank you for having this opportunity to speak.

6.1

I would also like to concur with the gentleman who spoke on the Steele Creek property, and the requests that have been made. It's a lovely property over in that area. The historical implications were not addressed in the previous presentation at one o'clock. Thank you.

MR. PROCTOR: Thank you very much Ms. Wright for speaking. Again, reiterating that this is a public hearing. We are here to listen to your comments. So please feel free to utilize the Q&A tool button at the bottom of the screen, and list your name. We will

1 place a request for you to speak.

2 (Awaiting additional comments)

3 MR. PROCTOR: We will be keeping
4 this public hearing portion of the workshop
5 open. So if you have any Q&A questions, or
6 excuse me, if you have any comments you would
7 like to make, please use the Q&A button at the
8 bottom of your screen.

9 (Awaiting additional comments)

10 MR. PROCTOR: It looks like we
11 have a new request to speak. This would be
12 from Sayle Brown. We're going to unmute your
13 microphone. Please remember you may have to
14 unmute yourself as well by using the bottom
15 left unmute button.

16 MR. BROWN: Yes, sir. Thank you.
17 My name is Sayle Brown. I also am a member of
18 the Airport Community Roundtable in Charlotte.

19 I would just like to make a general comment.
20 2.1 Adding a fourth runway is going to increase
21 the noise considerably I think in the
22 Charlotte area. But, before any decisions are
23 made, moving forward with the proposed runway,

24 2.6 I would just like to let everybody know that
25 we, the Airport Community Roundtable, does

2.6
(cont'd)

have a slate of six recommendations on the table right now for the FAA that would help currently to reduce the noise pollution that is being created around the airport like Bob Petruska said because of the NextGen and MetroPlex.

2.4

The other comment I would like to make is the 65 DNL was established in 1976. 1976 Secretary of Transportation and administration to the FAA submitted the aviation noise abatement policy, the ANAP. They've looked at it on and off through the years. 2018 I think they looked at it. They didn't address it.

2.5

They didn't make any changes to it. The FAA, you know, using NextGen and using MetroPlex, made the air traffic control system extremely efficient throughout the United States due to the -- using GPS technology. But I don't think they have addressed the noise problems created for the outlying communities. So I just wanted to make the general comment on

2.6

that, would hope that the FAA would go ahead and address our slate of six recommendations and hopefully work with us to implement them. That is about all I have to say. Thank you

1 very much for your time.

2 MR. PROCTOR: Thank you very much,
3 Sayle Brown.

4 We will again keep this second portion
5 open. If anyone is just joining us, you can
6 use the Q&A button at the bottom of your
7 screen to submit your name to request to
8 speak.

9 (Awaiting additional comments)

10 MR. PROCTOR: We're at the 45
11 minute mark of our public hearing. This
12 public hearing is scheduled to run until
13 3:00 p.m. If you have a question, or excuse
14 me if you have a comment you would like to
15 make, please use the Q&A button at the bottom
16 of the screen to submit your name, thank you.

17 (Awaiting additional comment)

18 MR. PROCTOR: It is now 2:55
19 during this public hearing scheduled to run
20 until 3:00 p.m. If anyone else would like to
21 speak, there is still five minutes left in
22 this public hearing, please utilize the Q&A
23 box at the bottom of your screen, enter your
24 name, we will unmute you and allow you to
25 speak.

1 (Awaiting additional comment)

2 MR. PROCTOR: Okay, it is now
3 3:00 p.m. There are no more speakers waiting
4 to be heard, therefore I'm going to close this
5 public hearing. Thank you everyone for
6 participating in the public hearing for the
7 Charlotte Douglas International Airport
8 Capacity Enhancements Draft Environmental
9 Assessment. Have a great afternoon.

10 (Workshop/Public Hearing
11 adjourned at 3:00 p.m.)

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1 State of Ohio,)
2 County of Cuyahoga.) SS: CERTIFICATE

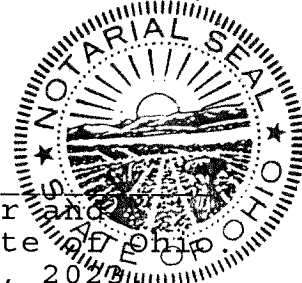
3 I, Constance Versagi, Court Reporter and
4 Notary Public in and for the State of Ohio, duly
5 commissioned and qualified, do hereby certify that
6 the foregoing record was by me reduced to
7 stenotypy/computer, afterward transcribed, and that
8 the foregoing is a true and correct transcript of
9 the record so given as aforesaid.

10 I do further certify that this workshop/public
11 hearing was taken at the time and place in the
12 foregoing caption specified.

13 I do further certify that I am not a relative,
14 counsel, or attorney of either party, or otherwise
15 Interested in the event of this action.

16 IN WITNESS WHEREOF, I have hereunto set my
17 hand and affixed my seal of office at Cleveland,
18 Ohio, on this 24th day of May, 2021.

19
20 
21 Constance Versagi, Court Reporter and
22 Notary Public in and for the State of Ohio
23 My Commission expires January 14, 2023
24
25





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Transcript of remote public workshop/hearing
held on Tuesday, May 18, 2021, commencing at
6:00 p.m.

APPEARANCES:

Sarah Potter, Project Manager, Landrum & Brown
Jack Christine, COO of Charlotte, North Carolina
David Proctor, Public hearing moderator

- - -

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PROCEEDINGS

MS. POTTER: I think we will go ahead and get started. Thank you everyone for attending the virtual public workshop for the Capacity Enhancement Project Environmental Assessment at Charlotte Douglas International Airport.

My name is Sarah Potter. I am the project manager for Landrum & Brown, and we are the consultant that is assisting the City of Charlotte in preparing the environmental assessment.

The draft EA was published on April 16th and is now available on the project website. Comments on the draft will be accepted through June 1st of this year. Information on where to submit comments is provided at the end of this presentation and also on the project website.

This presentation this evening is the same presentation that was given yesterday afternoon. There will be no new information given today that wasn't given yesterday.

The City of Charlotte is hosting this workshop to summarize the findings in the

1 draft EA. The virtual workshop is going to
2 start with a presentation. It's going to be
3 followed by a question and answer session
4 where Jack Christine, and myself, Jack is the
5 Charlotte COO, we will both be available to
6 answer questions at the end of the meeting.

7 Attendees' audio and webcams are
8 disabled, so if you want to submit a question
9 you need to use in the Q&A feature that is
10 located at the bottom of your screen. You can
11 take your mouse and hover it over the bottom
12 of your screen and you should see a Q&A button
13 appear. If you have a specific question
14 regarding a specific slide that we discuss, I
15 just ask that you reference that in your
16 question, so that we can answer the question
17 as best as possible. If there are any media
18 inquiries, we ask that you email
19 media@CLTairport.com to follow-up on those
20 inquiries.

21 Comments and questions submitted during
22 this presentation are not included in the
23 official record of comments, so we strongly
24 encourage everyone to submit all the questions
25 that are asked and any additional comments you

1 have via email, or via U.S. Postal Service, or
2 at the public hearing that is following this
3 workshop. All comments included in the email
4 or the U.S. Postal Service or at the hearing
5 will be included in the official record for
6 the EA. Lastly I just want to let everyone
7 know this is being record, and this recording
8 will be posted to the project website
9 following the meeting.

10 The agenda for the presentation will
11 start, we will review the roles in preparing
12 the EA. We will provide an overview of the EA
13 process, review the purpose and need and
14 alternates. Then we will present the
15 potential environmental impact and end with a
16 Q&A session and discuss how to submit a
17 written comment.

18 So the roles on the EA is the FAA is
19 the lead federal agency. They are responsible
20 for the ultimate compliance with the National
21 Environmental Policy Act, or what we call
22 NEPA, and also the scope and content of the
23 EA. FAA following the issuance of the final
24 EA will issue a federal decision on the
25 project. The City of Charlotte is the airport

1 sponsor and they are responsible for preparing
2 the EA for the FAA in accordance with NEPA and
3 other regulations. The city is also leading
4 all the public outreach for the EA.

5 Landrum & Brown are the consultants
6 which I work for. We are working under the
7 direction of the City of Charlotte and we're
8 assisting with the preparation of the EA and
9 the direction of any subconsultants we have on
10 our team.

11 So the purpose of an EA is to analyze
12 and document potential environmental affects
13 from the proposed action or alternatives, and
14 to develop any mitigation measures that may be
15 needed due to impacts. This slide shows the
16 EA process, which started with the conversion
17 from the EIS to the EA. It then led into the
18 conformation of the purpose and need and
19 development of alternatives. We then
20 described the affected environment and then
21 led into the environmental impacts that were
22 analyzed for each of the alternatives we were
23 looking at.

24 The draft EA was published on
25 April 16th as I mentioned, and we are now in

1 the public review and comment period, which is
2 45 days long.

3 Yesterday and today we held virtual
4 public workshops and a hearing, which gives
5 the opportunity for the public to submit oral
6 comments on the draft EA document. At the end
7 of the 45-day comment period, all the comments
8 will be reviewed, and we will respond to them
9 in the final EA document. Following the
10 publishing of the final EA, FAA will issue
11 their federal decision.

12 So moving on to the purpose and need
13 for the project. There are two needs that
14 Charlotte is addressing with this
15 project. The first is insufficient gate
16 capacity and ramp congestion. A gating
17 analysis was completed based on FAA approved
18 forecast, and you will see the results in the
19 table on the screen. If no additional gates
20 -- I'm sorry. A total of 140 gates would be
21 needed by 2028 and 150 would be needed in
22 2033. If no additional gates were constructed
23 in the future, aircraft would have to hold on
24 the airfield after landing to wait for an
25 available gate. Having aircraft hold on the

1 airfield results in increased congestion on
2 the pavement surrounding the terminal and
3 excessive wait times during peak arrival
4 times, as it greatly affects the airlines'
5 schedule and integrity, which ultimately means
6 that passengers could miss connections.

7 Complicating the gate shortage is also
8 the ramp movement area, which is the pavement
9 surrounding the terminal complex. There are
10 five concourses; A, B, C, D, and E which you
11 can see on the map on the screen. Each of
12 those provide a combination of single taxi
13 lanes, which is the red line on the diagram,
14 and then also they provided dual taxi lanes
15 which are the green lines on the diagram.
16 Dual taxi lanes you can think of like normal
17 roadways.

18 Dual parallel taxi lanes, they also
19 provide the aircraft to operate in opposite
20 directions, whereas single taxi lanes only
21 have one bidirectional flow, so only one
22 aircraft can be using the taxi lane at any
23 time. This results in major ramp congestion,
24 especially in the areas of Concourse D and E.
25 These two concourses together have 55 gates,

1 or approximately half of the gate capacity at
2 the airport, which leads to high traffic
3 volumes on this single taxi lane.

4 Additionally, Concourse E is also the
5 regional jet concourse. As a result, aircraft
6 have more turns per gate each day, which
7 increases the congestion in that area also.

8 The second need for the project is
9 addressing insufficient runway capacity to
10 meet future demand at acceptable levels of
11 delay. An acceptable level of delay for this
12 project is defined as an all weather average
13 of seven minutes of runway delay per
14 operation.

15 Airfield simulations were prepared to
16 understand the level of runway delays that
17 Charlotte is currently experiencing. This
18 simulation showed the throughput, which is the
19 number of aircraft operations that can be
20 processed by the runways, increases by 13
21 percent from 2016 to 2028, whereas the all
22 weather average delays increases by 21
23 percent. These changes in throughput and
24 delay demonstrate that the runway system has
25 the ability to achieve greater capacity beyond

1 2016, but it does so at rapidly increasing
2 delays.

3 So as a result it's reasonable to
4 conclude that the Charlotte runway system was
5 approaching capacity near 2016. Between 2028
6 and 2033 the throughput increase slows to
7 4 percent, but the delays would continue to
8 increase at a rapid pace of 24 percent. That
9 relationship of throughput and delay indicates
10 that the runway system would reach capacity
11 around 2028.

12 So the airport developed a set of
13 project elements to address the needs that I
14 just previously described. These elements are
15 collectively referred to as the proposed
16 action.

17 The proposed action in this EA includes
18 a new 10,000 foot runway, which is shown in
19 purple in the diagram. As well as north and
20 south end around taxiways. In addition, West
21 Boulevard would also need to be relocated and
22 this would be done so using existing roadways
23 Byrum and Piney Top.

24 The other main elements include
25 expanding Concourses B and C, creating dual

1 taxi lanes around the terminal, closing runway
2 523, and expanding the ramp areas south so
3 that there are east/west corridors to allow
4 for efficient movement of aircraft.

5 The Council on Environmental Quality
6 requires that an EA explore and consider all
7 reasonable and feasible alternatives to the
8 proposed action that meet the purpose and
9 need, but do so with a lesser environmental
10 impact. As a result, a thorough and objective
11 analysis of alternatives was completed as part
12 of this EA process.

13 The virtual presentation posted on
14 December 3rd of last year presented the
15 alternatives analysis. This was presented on
16 our project website. The analysis identified
17 three what we call build alternatives that
18 were analyzed in the EA for potential
19 environment impacts.

20 The no action alternative is also
21 required to be carried forward in the EA by
22 the Council on Environmental Quality, even
23 though it does not meet the purpose and need
24 for the project. The no action is used as a
25 basis of comparison for all of the build

1 alternatives to compare back to, in order to
2 understand the level of impacts for each
3 alternative.

4 In the no action alternative for this
5 EA airport infrastructure would remain the
6 same as today, except with additional
7 independent improvement projects which are
8 currently either under design or in
9 construction. These projects are circled in
10 orange on the screen. They have each
11 undergone their own independent NEPA
12 documentation and approval process.

13 These include the Concourse A Phase 2
14 pier and ramp expansion, the north end around
15 taxiway on the center runway, the west hold
16 pads, a deice pad on the mid south field, the
17 mid south airfield there. Then also a
18 crossfield taxiway.

19 In the no action scenario it's very
20 important to understand operations will still
21 continue to increase at the airport. They
22 would experience an increase in delay per
23 operation, and they would also have continued
24 congestion in the terminal area and a shortage
25 of gates.

1 So the alternatives, the build
2 alternatives that we looked at, the first one
3 is the proposed action, which I previously
4 described. It includes a new runway in the
5 midfield with north and south end around
6 taxiways. This runway would be located 3100
7 feet to the east of the west runway, and 1200
8 feet to the west of the center runway. This
9 alternative also includes expansion of
10 Concourses B and C, dual taxi lanes,
11 crossfield taxiway corridors and also closing
12 523.

13 The new runway in this alternative is
14 assumed to primarily be used by departures and
15 that is why it is 10,000 feet long. So our
16 assumptions in this alternative are that
17 arrivals would primarily use the west runway,
18 the existing center runway, and the east
19 runway. It's assumed that departures would
20 primarily occur on the new runway and also the
21 east runway.

22 Alternative 2 is very similar to
23 Alternative 1. In this alternative the new
24 runway is located 3200 feet to the east of the
25 west runway. 1100 feet to the west of the

1 center runway. So there is a 100 foot
2 westward shift of the runway. This is meant
3 to take advantage of potential future runway
4 separation rules by the FAA that could
5 potentially lead to different uses of the
6 runway.

7 This new runway, again similar to
8 Alternative 1, was assumed to primarily be
9 used by departures, therefore it is 10,000
10 feet long. In this alternative the runway use
11 is the same as Alternative 1, which is
12 arrivals would primarily use the west existing
13 center and east runway, and departures would
14 primarily use the new runway and the east
15 runway.

16 The third build alternative that we
17 looked at includes a new midfield runway
18 located 3400 feet to the east of the west
19 runway, and 900 feet to the west of the center
20 runway. This new runway is only 8900 feet
21 long as it's assumed to be primarily used by
22 arrivals, and therefore 10,000 feet is not
23 required. So the runway use in this
24 alternative would be assumed to be on the west
25 runway, the new runway, and the east runway.

1 Departures would use the existing center
2 runway and the east runway.

3 So each of the alternatives were then
4 evaluated for their potential impact on 18
5 resource categories, which you see identified
6 on this slide. The next section of the
7 presentation will review the potential
8 environment impacts at a high level for each
9 of the resource categories you see in bold.

10 These include DOT section 4(f)
11 historic, archeologic and cultural resources,
12 noise and noise compatible land use, and water
13 resources, which includes wetlands,
14 floodplains, surface water and ground
15 water. Wild and scenic rivers are also
16 included there, but there are none in the
17 area.

18 You can find the potential impacts for
19 all the remaining resources categories in the
20 EA and also even more detail on the bolded
21 categories in the draft EA.

22 So first we're going to start with
23 historic, architectural, archeological and
24 cultural resources. The National Historic
25 Preservation Act is the primary law governing

1 the preservation of prehistoric resources.
2 Section 106 of that act requires the FAA to
3 determine the potential effects of
4 undertakings, or what we call the proposed
5 action.

6 The study area used in historic
7 resources is called the area of potential
8 affect and you see it shown on the diagram in
9 purple. This boundary is identified to
10 include any areas that would physically be
11 impacted by the project, but it also includes
12 areas where noise increases could occur or
13 visual impacts could occur.

14 Within that area two historic resources
15 were identified and they include the WPA
16 Douglas Airport Hangar, which is identified as
17 number one in the northeast part of the
18 airfield. Then there is an old terminal
19 building, which is identified as number 2 and
20 it's on the east midfield area. Both of these
21 properties are determined to be eligible for
22 the National Register of Historic Places. So
23 that is why they are actually determined --
24 the impact analysis looked at each of these
25 properties.

1 The impact analysis completed
2 determined that the WPA Douglas Airport Hangar
3 would not experience a direct or indirect
4 affect with any of the three alternatives that
5 we looked at. However the old terminal
6 building was determined to have a direct
7 adverse affect as it would be removed with
8 implementation of all three build
9 alternatives.

10 As a result, the FAA, the North
11 Carolina Historic Preservation Office, and the
12 City of Charlotte will enter into a memorandum
13 of agreement and that will address the impact
14 and mitigate the adverse affect.

15 The next category is the U.S.
16 Department of Transportation Section 4(f)
17 Resources. These are resources which are
18 publicly protected. They include publicly
19 owned parks, recreation areas, wildlife and
20 water foul refuges, historic sites of
21 national, local or state significance.

22 Again, we're looking at that two
23 historic sites that were identified in the
24 previous analysis for historic. Both of those
25 are considered section 4(f) properties. There

1 were no other 4(f) properties which were
2 identified within the boundary of the study
3 area.

4 The study area in this resource
5 category was the same as historic. It
6 includes areas where disturbance would occur
7 and visual impacts or potential noise
8 increases could occur.

9 When you look at Section 4(f) impacts
10 there are two types of impacts you analyze.
11 The first is a physical use. The second is a
12 constructive use. A physical use would occur
13 when the action actually involves the physical
14 taking of the property, and a constructive use
15 would occur if the impacts of the property are
16 so severe that it would substantially impair
17 the reason why it was considered a Section
18 4(f) property.

19 Implementation of all of the
20 alternatives was determined to have a physical
21 use on the old terminal building as it would
22 be physically removed. The WPA Douglas
23 Airport Hangar was determined to not have any
24 physical or constructive use with any of the
25 alternatives. So as specifically mentioned,

1 the FAA, North Carolina Historic Preservation
2 Office, and the City of Charlotte are entering
3 into a memorandum of agreement to mitigate the
4 impact.

5 The next category we're going to
6 discuss is noise and noise compatible land
7 use. So before we actually get into the
8 contours, I want to make sure everyone's aware
9 significant impact is defined by FAA is if the
10 action or the alternative would increase noise
11 by a 1.5 decibel or more over a noise
12 sensitive land use within the 65 DNL or higher
13 noise contour.

14 So for example, if an increase from 65
15 and a half to 67 DNL occurred over a noise
16 sensitive land use, then there would be a
17 significant impact.

18 A noise sensitive facility located in
19 the 65 DNL is not necessarily considered a
20 significant impact, unless it is in a 1.5 dB
21 increase area.

22 Also the FAA requires that all of this
23 analysis for noise impacts we use a particular
24 noise model that they require. It's called
25 AEDT. They require us to use that model and

1 also to prepare noise contours. You are not
2 allowed to use noise measurements to determine
3 impacts.

4 So getting on to the exhibit on the
5 screen. This is the Alternative 1 proposed
6 action, versus the no action noise contour.
7 The black hatched line contour is the no
8 action 65 DNL contour. The blue line is the
9 Alternative 1 65 DNL contour.

10 The area shown in the green hatched is
11 the 1.5 dB increase area. That is where
12 significant impacts could potentially
13 occurred. However that area is entirely
14 located over compatible land use, which is
15 airport property, and some of it slightly goes
16 on to the Norfolk Southern property, and as a
17 result there would be no significant impacts
18 with Alternative 1 and no mitigation would be
19 required.

20 Looking at the number of noise
21 sensitive facilities in the Alternative 1
22 65 DNL, you see 21 less residential units.
23 You see one less school, one more church and
24 one more daycare facility in the
25 Alternative 1, 65 DNL.

1 Alternative 2 contour looks very
2 similar to Alternative 1 as the runways are
3 only 100 feet different. So this slide has
4 the same color scheme which is the no action
5 is in the black hatched, the Alternative 2
6 65 DNL is in the blue line. As you can see,
7 the green hatched 1.5 dB increase area is
8 entirely over airport property, and the
9 Norfolk Southern areas, so there are no
10 significant impacts with this alternative
11 either and no mitigation would be required.
12 There would be 17 less residential units, one
13 less school, one more church, and one more
14 daycare facility exposed to the 65 DNL noise
15 contour for Alternative 2.

16 Alternative 3, if you remember, this
17 runway is used differently, so its used by
18 arrivals. So you will see a little bit
19 different impact areas. Again, the no action
20 is in the black hatched area, the blue line is
21 the Alternative 3 noise contour. The green
22 again is the 1.5 dB increase areas.

23 As you can see, that area extends south
24 over residential units, when you compare back
25 to no action contour. As a result this

1 alternative would experience significant noise
2 impacts. This alternative would also have an
3 increase in four residential units, one less
4 school, one more church, and one more daycare
5 facility exposed to the 65 DNL contour.

6 This next slide is a zoom in of that
7 southern area where the 1.5 extends. Within
8 that 1.5 dB area there would be 20 housing
9 units, or approximately 50 people. Of the 20
10 residential units, 16 have previously been
11 sound insulated, the remaining four have been
12 offered, however have declined under previous
13 mitigation programs at the airport.

14 The last category is water resources.
15 This category again includes wetlands,
16 floodplains, surface water, and ground water
17 resources. The study area identified for
18 water includes all areas where physical
19 impacts could occur from the project. You can
20 see it on the screen in the yellow outlined
21 area.

22 The construction of all three
23 alternatives would result in the permanent
24 impact to 5 acres of wetlands, 8,150 linear
25 feet of streams. Impacts to the wetlands and

1 streams would require an individual permit
2 from the Army Corp of Engineers. Mitigation
3 would be achieved through the purchase of
4 stream and wetland credits from the
5 Charlotte-Mecklenburg Storm Water Surfaces
6 Umbrella Stream and Wetland Mitigation Bank.

7 In addition 13 acres of 100 year
8 floodplains would be impacted, which would
9 require coordination with FEMA and remapping
10 of the floodplains. This area is on the
11 southern portion of the airport. It's in the
12 rusty colored shaded area.

13 There is also 211 acres of new
14 impervious surface, which is new pavement.
15 This increase in impervious surfaces would be
16 accommodated by the airport storm water
17 system, and no additional improvements would
18 be required.

19 Abandonment of two wells, which are
20 located in the midfield, south of the
21 Concourse B area would also need to be
22 abandoned and that would be done so in
23 accordance with federal, state, or local
24 requirements.

25 So in summary, Alternative 1, which is

1 the airport's proposed action, and
2 Alternative 2 would have no significant
3 impacts on any of the environmental source
4 categories. Alternative 3 would have
5 significant impacts on noise, and noise
6 compatible land use.

7 Lastly this end, the summary of the
8 impact analysis that we prepared, we just want
9 to acknowledge COVID's potential impact on the
10 project. The full impact of COVID-19 within
11 the national aviation system is not known at
12 this time. However the industry has recovered
13 despite every other major worldwide incident,
14 pandemic, or recession, which underlines the
15 demand for demand for air transportation.

16 At this time we're seeing Charlotte
17 returning to 100 percent of what they were
18 operating at in 2019, so they are recovering
19 fairly quickly, compared to others across the
20 country. They are going to continue to
21 monitor actual traffic and delays in addition
22 to the short-term forecast, to make sure the
23 appropriate timing of the EA projects is
24 taken.

25 So with that, we are ending this

1 presentation. If you would like to submit a
2 question, please do so under the Q&A box at
3 the bottom of the screen. However we do, as I
4 mentioned, strongly encourage you to submit a
5 formal written comment on the draft EA and any
6 information. Please submit your comments
7 either by email to
8 CLTcapacityEA@landrum-brown.com, or you can
9 mail via the U.S. Postal Service to Sarah
10 Potter at 4445 Lake Forest Drive, Cincinnati,
11 Ohio 45242. All comments must be submitted by
12 June 1st of 2021 to be included in the
13 official record for this EA. The EA will, the
14 final EA will, as I mentioned, include the
15 comments and responses to them. Following the
16 issuance of the final EA, then FAA issues
17 their federal decision on the project.

18 With that let me go to the questions
19 and see if there are any questions. At this
20 time I do not see that anybody has entered any
21 questions. So please do so if you have any.
22 We will give a minute or two to go ahead and
23 do so. We are standing by.

24 (Waiting for questions)

25 MS. POTTER: Well, I guess at this

1 point we will go ahead and take an
2 intermission. If anybody does think of a
3 question within the next half an hour before
4 the public hearing begins, you can enter it
5 into the Q&A box at the bottom of your screen.

6 In any case, we will be back at
7 7:00 p.m. to begin the official public hearing
8 to accept oral comments. I just want everyone
9 to know that is not a question and answer
10 session. That is truly just allowing you, the
11 public, to provide your comments orally on the
12 draft EA.

13 So if nobody has any questions, we will
14 see you back at 7:00 p.m. Thank you.

15 (Intermission)

16 MR. PROCTOR: Hello and good
17 evening. Welcome to the public hearing for
18 the Charlotte Douglas International Airport
19 Capacity Enhancement Draft Environmental
20 Assessment, or EA. My name is David Proctor
21 and I'm the public hearing officer for this
22 hearing.

23 The purpose of today's hearing is to
24 collect verbal comments from the general
25 public concerning the adequacy of the

1 information disclosed in the draft EA, and
2 the proposed capacity enhancement projects at
3 CLT.

4 If you have not yet signed up to speak
5 in this public hearing, but you would like to,
6 submit your name in the Q&A comment box at the
7 bottom of your screen stating that you would
8 like to do so. By doing so, your name will be
9 added to this list.

10 I would like to take this opportunity
11 to make sure that everyone understands that no
12 decision will be made today regarding the
13 proposed projects. Today's hearing is not a
14 question and answer type of forum. Our job is
15 to listen to what you have to say about the
16 adequacy of the information in the draft EA.
17 In other words, it's your turn to talk to us.

18 Since we are here to listen, we are not
19 going to respond to questions about the pros
20 and cons of the proposed project. Since
21 6:00 p.m. this afternoon we have held a public
22 workshop for anyone to ask questions about the
23 environmental process and the various
24 components of the proposed project.

25 Following publication of the draft EA

1 for review and comment, the next step in the
2 federal environmental disclosure process is
3 conducting today's hearing.

4 When it is your turn to speak, your
5 name will be called, and we will unmute you.
6 Please note that once unmuted by us, you may
7 also have to unmute yourself. The unmute
8 button is at the bottom left of your screen.

9 So that everyone has the opportunity to
10 provide verbal comments, everyone will get
11 three minutes to speak. To be fair, we are
12 not going to allow people to transfer their
13 allotted time to someone else.

14 I ask that when you speak you give your
15 name for the record. If you need more than
16 three minutes to provide your comments, we ask
17 that you provide your comments in writing and
18 submit them to the project email or mailing
19 address. Remember that the deadline to submit
20 comments is June 1, 2021. This hearing is
21 scheduled until 8:00 p.m. today. We will stay
22 here for as long as necessary for everyone to
23 get a chance to provide verbal comments on the
24 draft EA.

25 As I said earlier, our job here today

1 is to listen to your comments. Before
2 including your name, address, and telephone
3 number, email, or personal identifying
4 information in your comments, be advised your
5 entire comment, including your personal
6 identifying information may be made publicly
7 available at any time. While you can ask us
8 in your comment to withhold from public review
9 your personal identifying information, we
10 cannot guarantee that we will be able to do
11 so.

12 Before we begin, I would like to remind
13 everyone that this hearing is being recorded
14 and a transcript of this hearing will be
15 included in the official record of this
16 project.

17 Now with that being said, we're going
18 to move on to the preregistered speakers. As
19 a reminder, you have three minutes to speak.
20 There will be a timer on the screen for your
21 reference and we ask that you keep your
22 remarks within that time period. I will
23 provide a notice if you go over that time
24 period, and give you a few moments to finish
25 up. We will then mute you and move on to the

1 next speaker.

2 Our list of preregistered speakers we
3 have our first speaker is Sharon Keith. We
4 will unmute you now, Sharon, you may have to
5 unmute yourself as well.

6 MS. KEITH: Hi, this is Sharon
7 Keith. Can you hear me?

8 MR. PROCTOR: Yes, we can hear you.

9 MS. KEITH: I missed the earlier
10 meeting, however I am concerned, it seems like
11 lately there is an unusual amount of airplane
12 traffic and I can't sit out on my patio and
13 enjoy the evening because an airplane is
14 coming over probably like every 30 seconds to
15 every minute, or two, at the most. With you
16 2.1 guys adding an extra runway, is this only
17 going to be worse, as well as what determines
18 what the route is that the planes fly. So I'm
19 just kind of concerned. It just seems to be
20 getting worse. When I get home from work, I
21 would like to be able to sit on my patio
22 without all the noise that I can't even enjoy
23 my evening.

24 That is pretty much all I have to say,
25 other than at some point do we even have a

2.5

choice, like what can be done as far as the route that the planes take and things like that. Is there anything that can be done? I would like to get some additional information. That is it.

MR. PROCTOR: Thank you very much, Sharon. This is a public hearing, the public hearing portion of the workshop. Your comments and questions will be answered in the final document, but not today, just to let you know.

Moving on to the next preregistered speaker I will mention is Kurt Wiesenberger. If you are available, we will unmute you now. I believe Kurt Wiesenberger may not be in attendance at this hearing. We will move on. If he does sign on, we can call on him later.

Seeing now that we have gone through our preregistered speakers, if anyone has logged on, would like to comment, please note that you can enter your name in the Q&A section at the bottom of your screen. We will then enter your name into a queue to speak. We will leave this hearing open and wait for anyone to sign up for a comment.

1 (Awaiting additional comment)

2 MR. PROCTOR: Just wanted to remind
3 everyone we are in the public hearing portion
4 of the workshop. If you are listening in via
5 phone, the best way to communicate that you
6 would like to speak would be to utilize a
7 computer, to hit the Q&A button at the bottom
8 of the screen to enter your name. We will
9 then put you in a queue. If you are attending
10 via phone, there isn't a way to request to
11 speak, so you would have to use that method.

12 (Awaiting additional comment)

13 MR. PROCTOR: It is 7:15. This
14 public hearing is going to remain open until
15 8:00 p.m. Again, this public hearing is your
16 opportunity to speak to us, and for us to
17 listen. If you just logged on and would like
18 to make a comment, please note that you can
19 enter your name in the Q&A section at the
20 bottom of your screen, and you will be entered
21 into a queue to speak. We will be keeping
22 this open until 8:00 p.m. I'll make periodic
23 announcements and reminders of the protocols
24 to sign up to speak.

25 (Awaiting additional comment)

1 MR. PROCTOR: I wanted to make an
2 announcement that if you feel more comfortable
3 making your statement or asking a question via
4 email or mail, those options are available, as
5 displayed on the screen. Email
6 CLTcapacityEA@landrum-brown.com or mail to
7 Sarah Potter at 4445 Lake Forest Drive, Suite
8 700, Cincinnati, Ohio, 45242.

9 (Awaiting additional comment)

10 MR. PROCTOR: I want to announce
11 that we are currently halfway through our
12 allotted time for this public hearing
13 scheduled until 8:00 p.m. today. If you just
14 logged on, would like to comment, please enter
15 your name point to the Q&A section at the
16 bottom of your screen, we'll put you in a
17 queue to do so.

18 (Awaiting additional comment)

19 MR. PROCTOR: We are in the public
20 hearing portion of this workshop. If you
21 would like to make a comment, you can press
22 the Q&A button at the bottom of your screen,
23 enter your name to request to speak. We will
24 put you in a queue and call on you to make
25 your comment. This hearing will be open until

1 8:00 p.m.

2 (Awaiting additional comment)

3 MR. PROCTOR: We're now at the
4 three-fourths completion mark of our allotted
5 time for this public hearing scheduled until
6 8:00 p.m. today. This public hearing is your
7 opportunity to voice your comments and for us
8 to listen. If you would like to speak, please
9 enter your name into the Q&A section at the
10 bottom of your screen and we will call on you.

11 (Awaiting additional comment)

12 MR. PROCTOR: It is now 7:55, a
13 little past 7:55. This public hearing is
14 scheduled until 8:00 p.m. If anyone would
15 like to speak, now is your time to do so.
16 Please mark in the Q&A box, put your name and
17 we will call on you. Please remember you can
18 enter your name into the Q&A box at the bottom
19 of your screen. We will call on you to speak.

20 (Awaiting additional comment)

21 MR. PROCTOR: It is now 8:00 p.m.
22 and from what I see there are no more speakers
23 waiting to be heard, therefore I'm going to
24 close this public hearing. Thank you everyone
25 for participating in the public hearing for

1 the Charlotte Douglas International Airport
2 Capacity Enhancement Draft Environmental
3 Assessment. Have a great afternoon.

4 (Workshop/Public Hearing
5 adjourned at 8:00 p.m.)

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1 State of Ohio,)
2 County of Cuyahoga.) SS: CERTIFICATE

3 I, Constance Versagi, Court Reporter and
4 Notary Public in and for the State of Ohio, duly
5 commissioned and qualified, do hereby certify that
6 the foregoing record was by me reduced to
7 stenotypy/computer, afterward transcribed, and that
8 the foregoing is a true and correct transcript of
9 the record so given as aforesaid.

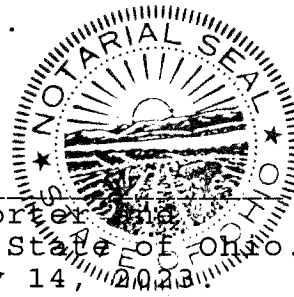
10 I do further certify that this workshop/public
11 hearing was taken at the time and place in the
12 foregoing caption specified.

13 I do further certify that I am not a relative,
14 counsel, or attorney of either party, or otherwise
15 Interested in the event of this action.

16 IN WITNESS WHEREOF, I have hereunto set my
17 hand and affixed my seal of office at Cleveland,
18 Ohio, on this 24th day of May, 2021.

19
20 

21 Constance Versagi, Court Reporter
22 Notary Public in and for the State of Ohio.
23 My Commission expires January 14, 2023.





2 Responses to Comments Received on the Draft EA

This section responds to comments grouped into eight categories: general; noise; traffic; biological resources; air quality; historic; water resources; and hazardous materials, solid waste, and pollution prevention. **Table 1** identifies each commenter and **Table 2** presents each comment, the commenter, and the Airport's response.

TABLE 1, INDEX OF COMMENTS RECEIVED ON THE DRAFT EA

NAME	ORGANIZATION	DATE	COMMENT NUMBER
Public Comments Received Through Email			
BFCase		4/16/2021	1.1
Kit Ivey Ward		4/16/2021	1.3
David Bloom		4/16/2021	3.1
Bobby Phillips (1)		4/19/2021	1.2
Bobby Phillips (2)		4/19/2021	2.1
Don Abernathy		4/19/2021	2.2
Alicia Newell		4/21/2021	2.7, 2.1
Rick Barber		4/21/2021	2.3
Jessica Williams		4/28/2021	2.8, 2.1, 2.9
Vimal Amin		5/5/2021	1.2
Reginald Gaskin		5/7/2021	1.2
Rufus Beaty (1)		5/13/2021	6.1
Steve Bynum		5/14/2021	2.1
Renee Hughes		5/15/2021	1.2
Melissa Klink (1)		5/17/2021	1.5
Jeff Mosher (1)		5/17/2021	1.6
Todd Douglass		6/1/2021	2.10, 2.11, 2.12, 2.13, 1.9, 1.10
Kimiko LaNeave		6/1/2021	7.5
Rufus Beaty (3)		6/1/2021	6.1
Agency Comments Received Through Email			
Wenonah Haire	Catawba Indian Nation Tribal Preservation Office (Catawba)	4/19/2021	1.4
Janet Mizzi	United States Fish and Wildlife Service Asheville Field Office (USFWS)	5/6/2021	4.1, 4.2, 4.3, 4.4, 4.5, 4.6
Megan Green	Mecklenburg County Air Quality (MCAQ)	5/7/2021	5.1, 5.2, 5.3, 5.4
Kristin May	United States Department of Agriculture Natural Resource Conservation Service (USDA)	5/18/2021	1.7
Joseph Hudyncia	North Carolina Department of Agriculture (NCDA)	4/19/2021	1.7
Jintao Wen	North Carolina Department of Public Safety Emergency Management (NC DPS EM)	4/19/2021	7.1, 7.2
Renee Gledhill-Earley	North Carolina Department of Natural and Cultural Resources, State Historic Preservation Office (NC SHPO)	5/17/2021	6.2, 6.3



NAME	ORGANIZATION	DATE	COMMENT NUMBER
Lyn Hardison	North Carolina Department of Environmental Quality (NCDEQ) Division of Environmental Assistance and Customer Service (DEACS)	5/18/2021	8.1
Olivia Munzer	North Carolina Wildlife Resources Commission (NCWRC)	5/17/2021	7.3
Bonne S. Ware	North Carolina Department of Environmental Quality, Division of Waste Management Inactive Hazardous Sites Branch (NCDEQ DWM IHS)	5/11/2021	8.1
N/A	NCDEQ Mooresville Regional Office (NCDEQ MRO)	5/14/2021	1.8
N/A	NC DAQ	5/3/2021	5.5
N/A	NC DWR-WQROS	5/12/2021	7.4
N/A	NC DWR-PWS	4/20/2021	1.8
N/A	NC DEMLR (LQ&SW)	4/28/2021	1.8
N/A	NC DWM - UST	4/21/2021	8.2, 8.3, 8.4
Deb Aja	NCDEQ DWM Solid Waste Section (NCDEQ DWM SWS)	5/12/2021	8.5, 8.6
Melodi Deaver	NCDEQ DWM Hazardous Waste Section (NCDEQ DWM HWS)	5/14/2021	1.7
Public Comments Received Verbally at the Public Hearings			
Robert Petruska		5/17/2021	2.4, 2.5, 2.4
Kurt Wiesenberger		5/17/2021	2.5, 2.14, 2.1
Hannah Smoot		5/17/2021	1.7
Rufus Beaty (2)		5/17/2021	6.1
Jeff Mosher (2)		5/17/2021	1.7
Melissa Klink (2)		5/17/2021	2.1, 2.5
Thelma Wright		5/17/2021	2.4, 6.1
Sayle Brown		5/17/2021	2.1, 2.6, 2.4, 2.5, 2.6
Sharon Keith		5/18/2021	2.1, 2.5

TABLE 2, RESPONSE TO COMMENTS RECEIVED ON THE DRAFT EA

COMMENT #	COMMENT	COMMENTER	RESPONSE
1	General		
1.1	Request to unsubscribe from project contact database	BFCase	Noted. Your email address has been removed from the project contact database.
1.2	Request to subscribe to project contact database	Phillips (1), Gaskin, Amin, Hughes	Noted. Your email address has been added to the project contact database.
1.3	Would like to see improvements made to terminal drop-off and pick-up areas	Ward	Noted. Your feedback is appreciated by the Airport and will be taken into consideration.
1.4	Requested a hard copy of the Draft EA	Catawba	A hard copy of the document was sent to the requested address. Due to the package being returned after failing to be delivered, a digital copy of the document was submitted via email on May 12, 2021 and accepted for review.
1.5	Is the Airport Overlook being relocated?	Klink (1)	The Airport Overlook would not be impacted by Alternative 1 (Proposed Action) or any of the alternatives in this EA. The Airport Overlook is being relocated as part of a different airfield project. The Airport understands its importance to the community and will be relocating it to a similar site within the area with improved amenities.
1.6	What are the four No Action projects at CLT and what are their phase?	Mosher (1)	As stated in Section 2.3.2, <i>No Action</i> of the EA, airport infrastructure would remain the same as today except with the additional independent improvement projects that are currently under design or construction in the No Action Alternative for this EA. These projects have undergone their own independent National Environmental Policy Act (NEPA) documentation and approval process and include Concourse A Phase II pier, west ramp expansion, Runway 18C/36C North End Around Taxiway, west hold pads, a deice pad, and south crossfield taxiway. All of these projects would be constructed and implemented by 2028.
1.7	No comment	USDA, Smoot, Mosher (2), NCDA, NCDEQ DWM HWS	Noted.
1.8	Identifies DEQ permits and/or approvals needed for the project to comply with North Carolina Law	NCDEQ MRO, NC DWR-PWS, NC DEMLR (LQ&SW)	Noted. Section 4.7.3 has been updated to identify the DEQ permits and approvals identified in this comment needed for the project to comply with North Carolina Law.

COMMENT #	COMMENT	COMMENTER	RESPONSE
1.9	The Charlotte Douglas International Airport (CLT) is an urban airport and a poor choice for a hub	Douglass	Comment noted.
1.10	The profits of a private enterprise should not negatively or have the potential to negatively impact the human condition. Nor should governmental entities or agencies put the profits of a private enterprise over the welfare of the citizen whom they represent.	Douglass	Comment noted.
2	Noise		
2.1	Concerns about existing and potential noise increases over residence due to the Proposed Action	Wiesenberger, Klink (2), Brown, Keith, Bynum, Phillips (2), Newell, Williams, Douglass	As presented in Section 1.3, <i>Aviation Activity</i> of the EA, aircraft operations are forecasted to increase annually through 2033, with or without the implementation of Alternative 1, Alternative 2, or Alternative 3. As stated in Section 4.11.4 of the EA, Alternative 1 and Alternative 2 would not result in significant noise impacts and would not require the Airport to pursue noise mitigation. Additionally, as shown in Section 4.11, the number of residences within the Alternative 1 and Alternative 2 65 DNL noise contours would decrease in units in 2033 compared to the No Action Alternative. Immediately following the EA, the Airport will start a Part 150 Study Update to allow the Airport to consider a variety of strategies to reduce noise in surrounding communities.
2.2	Appendix I, <i>Noise</i> , should state north flow departure runways are 36R and 36C and not 36R and 36L	Abernathy	This is correct. In north flow, aircraft depart to the north from Runways 36R and 36C. Appendix I, <i>Noise</i> , has been updated accordingly.

COMMENT #	COMMENT	COMMENTER	RESPONSE
2.3	In the Future Proposed Action noise exposure contours, why are there no spikes extending north and south of Runway 01/19?	Barber	As stated in Section 3.3.9.1, <i>Noise</i> of the EA, the shape and size of the noise contours reflect several factors, including: the number of aircraft operations during the period evaluated, the types of aircraft flown, the time of day when they are flown, the way they are flown, how frequently each runway is used for landing and takeoff, and the routes of flight used to and from the runways. As part of this EA, coordination with Air Traffic Control and other airport stakeholders was conducted in the preparation of simulations used to determine projected throughput and delays at CLT. This information can be found in Appendix B, <i>Purpose and Need and Alternatives</i> . The runway use from the simulation analysis was used to prepare the noise analysis. As stated in Section 4.11 of the EA, the new runway was assumed to be a departure runway in Alternative 1 and Alternative 2. This influences the shape and size of the noise contours. The "spikes" or longer thinner contours are seen more with arrivals, whereas wider contours are seen with departure contours. Additionally, the 2028 Alternative 1 and Alternative 2 contours, along the Runway 18L/36R centerline, shrink slightly to the north and south as compared to the 2028 No Action Alternative contour. This is attributed to the offloading of arrivals onto Runway 18C/36C. As a result, Runway 18L/36R is not as heavily used in Alternative 1 and Alternative 2 for arrivals.

COMMENT #	COMMENT	COMMENTER	RESPONSE
2.4	Noise metric for establishing significant impact is fatally flawed	Petruska, Wright, Brown	<p>As directed by the U.S. Congress in the Aviation Safety and Noise Abatement Act (ASNA) of 1979, the Federal Aviation Administration (FAA) and other agencies of the federal government have established guidelines for noise compatibility based on annoyance. For aviation noise analyses, the FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of annual Day-Night Average Sound Level (DNL), the FAA's primary noise metric. FAA Order 1050.1F, <i>Environmental Impacts: Policies and Procedures</i>, defines the threshold of significance for noise impacts as follows.</p> <p><i>"A significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB noise exposure when compared to the no action alternative for the same timeframe"</i></p> <p>This Revised Draft EA follows the methodology and significance criteria included in FAA Order 1050.1F for the assessment of aircraft noise impacts. See Section 4.11, <i>Noise</i>.</p>
2.5	Issues with the FAA's Next Generation Air Transportation System (NextGen)	Petruska, Wiesenberger, Klink (2), Brown, Keith	<p>As stated in Section 1.4.1, <i>Need for the Project</i>, the project is aimed to address insufficient terminal gate capacity and ramp congestion, and insufficient runway capacity to meet future demand at acceptable levels of runway delay. This question refers to the existing airspace and air traffic procedures at CLT. Requests for evaluation of changes in air traffic procedures are more appropriately addressed outside of this EA/NEPA process. As such, airspace and air traffic procedures, including the FAA's NextGen, are not evaluated as part of this Revised Draft EA.</p>

COMMENT #	COMMENT	COMMENTER	RESPONSE
2.6	Asks that the FAA implement the six recommendations presented by the Airport Community Roundtable	Brown	As stated in Section 1.4.1, <i>Need for the Project</i> , the project is aimed to address insufficient terminal gate capacity and ramp congestion, and insufficient runway capacity to meet future demand at acceptable levels of runway delay. The recommendations brought forth by the Airport Community Roundtable (ACR) to the FAA are being considered and evaluated by the FAA Air Traffic Organization independent of this Revised Draft EA. As such, the recommendations are not evaluated as part of this Revised Draft EA. Immediately following the EA process, the Airport will start an Part 150 Study Update to allow the Airport to consider a variety of strategies to reduce noise in surrounding communities. The ACR's recommendations could be evaluated in the Part 150 Study process.
2.7	What would be the impacts of the new runway at my residence at 1722 Sunset Rd, Charlotte, NC 28216?	Newell	The noise analysis included in Section 4.11.4, <i>Noise of the Revised Draft EA</i> evaluated noise attributed to aircraft operations at CLT over all communities near the Airport. The address identified by the commenter would be outside of the 65 DNL contour in the No Action Alternative in 2028 and 2033. The address would also be outside of the 65 DNL contour of Alternative 1, Alternative 2, and Alternative 3 in 2028 and 2033. Furthermore, the noise impact analysis concluded that no significant impact would occur over any noise sensitive land uses, including the commenter's address, as a result of Alternative 1 and Alternative 2.
2.8	What would be the impacts of the new runway at my residence in Lake Wylie, SC?	Williams	The noise analysis included in Section 4.11.4, <i>Noise of the Revised Draft EA</i> evaluated noise attributed to aircraft operations at CLT over all communities near the Airport. The Lake Wylie area would be outside of the 65 DNL contour in the No Action Alternative in 2028 and 2033. The Lake Wylie area would also be outside of the 65 DNL contour of Alternative 1, Alternative 2, and Alternative 3 in 2028 and 2033. Furthermore, the noise impact analysis concluded that no significant impact would occur over any noise sensitive land uses, including the Lake Wylie area, as a result of Alternative 1 and Alternative 2.

COMMENT #	COMMENT	COMMENTER	RESPONSE
2.9	There were no noise observations conducted near my residence	Williams	<p>The noise analysis included in Section 4.11.4, <i>Noise</i> of this Revised Draft EA was conducted in accordance with FAA Environmental Order 1050.1F and 5050.4B, with the development of noise exposure contours using the FAA's Aviation Environmental Design Tool (AEDT). While not required by FAA for developing noise contours, a noise measurement program was conducted to collect and calculate a sample of aircraft events and background noise levels for verifying inputs in the AEDT modeling.</p> <p>As stated in Appendix I, <i>Noise</i>, noise measurements were taken at seven long-term sites and 28 short-term sites. The long-term and short-term noise measurement sites were chosen based on their proximity to the Airport, the flow of aircraft operations during the measurement program, and areas of past noise concerns. General sites were selected on the basis of ambient noise level (or more specifically, the absence of loud ambient noise such as vehicular traffic), locations of flight tracks derived from radar data, locations of noise complaints received by the Airport, and the locations of concentrations of residential land uses that experience high numbers of aircraft overflights. See Appendix I, <i>Noise</i> for more information on the noise measurement program.</p> <p>The noise exposure documented by the noise measurement program cannot be used for developing future noise exposure contours. Noise measurements only record what the existing noise level is at a specific location and cannot predict future noise levels.</p>
2.10	Disagrees with the noise impact analysis methodology and results	Douglass	<p>The noise impact analysis used FAA methodologies and thresholds for determining impacts, including FAA Environmental Order 1050.1F and 5050.4B. FAA methodologies for collecting and incorporating radar data and other input data were followed. As presented in Section 4.11.4, <i>Noise</i>, no significant noise impacts would result from Alternative 1 based on Federal noise impact thresholds. Therefore, the noise impact analysis satisfies all Federal requirements.</p>

COMMENT #	COMMENT	COMMENTER	RESPONSE
2.11	Physical impact from noise to the Catawba River, the McQuire Nuclear Power Station, and surrounding population from the implementation of the Proposed Action was not addressed.	Douglass	Impacts from aircraft operations were evaluated in the noise impact analysis presented in Section 4.11.1, <i>Noise</i> . The noise impact analysis was conducted according to FAA Environmental Order 1050.1F and 5050.4B. FAA methodologies for collecting and incorporating radar data, such as the radar data presented by the commenter, and other input data were followed. Potential noise impacts to rivers and power stations are not evaluated in this Revised Draft EA as they are not considered noise sensitive land uses. Therefore, the noise impact analysis satisfies all Federal requirements.
2.12	Runway operations on the East and West runways should be reinstated and the increase in capacity should be accommodated by these runways	Douglass	The commenter suggests the East runway (Runway 18L/36R) and West runway (Runway 18R/36L) are not currently being utilized. However, as identified in Table E-5 on page 16 of Appendix I, <i>Noise</i> , the East runway (Runway 18L/36R) and West runway (Runway 18R/36L) are utilized in the Existing (2016) Condition and continue to be utilized at the time of this writing. As described in Chapter 1, <i>Purpose and Need</i> , additional runway capacity is needed at CLT to meet future demand at acceptable levels of runway delay. Meaning, the capacity provided by the existing airfield (including the East and West runways) is not adequate to meet future demand at acceptable levels of delay, which in this Revised Draft EA is defined as seven minutes per aircraft. As a result, new runway alternatives were developed. In each of the alternatives evaluated in Section 4.11.4, the three existing parallel runways are assumed to be operational simultaneously with the new runway in order to meet the future demand.
2.13	Increases in capacity should be accommodated with respect to existing land use plans	Douglass	The commenter suggests an increase to capacity at the Airport is not compatible with existing land use plans. As discussed in Section 4.9, <i>Land Use</i> , the implementation of Alternative 1, Alternative 2, and Alternative 3 would be consistent with future land use plans and would not cause any land use incompatibilities or inconsistencies with City of Charlotte and Mecklenburg County land use plans.

COMMENT #	COMMENT	COMMENTER	RESPONSE
2.14	Increasing airport capacity by roughly 33 percent with the new runway will increase the noise impact on the community by that amount or so	Wiesenberger	As presented in Section 1.3, <i>Aviation Activity</i> of this Revised Draft EA, aircraft operations are forecasted to increase annually through 2033, with or without the implementation of Alternative 1, Alternative 2, or Alternative 3. While operations are forecasted to increase approximately by 24 percent (not 33 percent) from 2016 to 2033, this is not equal to the increase in capacity or noise. From 2016 to 2033, hourly throughput on the runway system would increase without the new runway by 17 percent with rapidly increasing delays. With the addition of a new runway, the hourly throughput on the runway system would increase an additional ten percent in 2033. Section 4.11.2 discusses the increase in the 65 DNL noise contour with the implementation of Alternative 1, Alternative 2, and Alternative 3.
3	Traffic		
3.1	Improvements to Highway 160 (West Boulevard) should be made to improve current access to the Airport	Bloom	As stated in Section 1.2 of the Revised Draft EA, this project only looks at relocating a one-mile segment of West Boulevard in the footprint of the Runway Protection Zone of proposed Runway 01/19 and the south end-around taxiway. As such, the intent of this project is not to study the capacity of the existing roadway. As discussed in Section 4.12.1.2 of the Revised Draft EA, the City of Charlotte Aviation Department has and will continue to coordinate with the City of Charlotte Department of Transportation and the North Carolina Department of Transportation to ensure that the proposed West Boulevard relocation would maintain an acceptable level of service upon the implementation of the Alternative 1, Alternative 2, or Alternative 3. Furthermore, the Charlotte Regional Transportation Planning Organization has adopted the 2045 Metropolitan Transportation Plan that identifies various improvements to West Boulevard as well as a new four-lane roadway, "Western Parkway," that would connect Billy Graham Parkway and Steele Creek Road (NC 160) by horizon year 2045 (https://www.crtpo.org/PDFs/MTP/2045/2045_MTP.pdf). This new roadway would increase capacity and relieve congestion on West Boulevard. See Section 4.12 for more information regarding potential impacts to traffic patterns. The traffic analysis and coordination materials are included in the Appendix J, <i>Traffic</i> .

COMMENT #	COMMENT	COMMENTER	RESPONSE
4	Biological Resources		
4.1	Concurs that no suitable habitat is present for bald eagle, Carolina heelsplitter, Michaux's sumac, rusty-patched bumble bee, and smooth coneflower.	USFWS	Comment noted.
4.2	Concurs with the findings of the northern long-eared bat and the project meets the criteria for the 4(d) rule and any associated take of the northern long-eared bat is exempted.	USFWS	Comment noted.
4.3	Recommends a tree clearing moratorium between April 1 and October 15	USFWS	Tree clearing will be avoided from April 1 through October 15 as recommended. See Section 4.4.3 for the updated discussion in this Revised Draft EA.
4.4	Concurs that a "may affect, not likely to adversely affect" determination on the Schweinitz's sunflower is appropriate	USFWS	Comment noted.
4.5	Requirements under Section 7 of the Act are fulfilled for the species discussed above. Obligations under Section 7 must be reconsidered if: <ol style="list-style-type: none"> 1. new information reveals impacts of the identified action may affect listed species or critical habitat in a manner not previously considered, 2. the identified action is subsequently modified in a manner that was not considered in this review, or 3. a new species is listed or critical habitat is determined that may be affected by the identified action. 	USFWS	Comment noted.

COMMENT #	COMMENT	COMMENTER	RESPONSE
4.6	<p>Recommendations outlined in a letter dating April 4, 2018 remain relevant and should be implemented:</p> <ol style="list-style-type: none"> 1. all new developments should implement storm-water retention and treatment measures designed to avoid any additional impacts to habitat quality within the watershed 2. low-impact-development techniques should be used 3. if used, detention pond stormwater outlets should drain through a vegetated area prior to reaching any natural stream or wetland and be designed for a slow-discharge of stormwater 4. no stormwater control measures should be installed within any stream or wetland 5. pervious material should be considered for the construction of roads, driveways, sidewalks, etc. 	USFWS	Comment noted. The recommendations outlined in a letter dated April 4, 2018 from the USFWS will be considered in the construction plan and be implemented as applicable.
5	Air Quality		
5.1	The Draft EA addresses the agency comments submitted by MCAQ on January 26, 2018	MCAQ	Comment noted.
5.2	Section 2.2.1 of Appendix C should reference the North Carolina SIP in the last paragraph, not Kentucky SIP	MCAQ	Comment addressed. Appendix C, <i>Air Quality</i> has been updated, accordingly.

COMMENT #	COMMENT	COMMENTER	RESPONSE
5.3	<p>Permitting discussion in the Appendix should be updated to include the following:</p> <ul style="list-style-type: none"> ▪ Section 2.5 of Appendix C should cite the Mecklenburg County Air Pollution Control Ordinance (MCAPCO). ▪ MCAQ is the local permitting authority for stationary emission source permits in Mecklenburg County. ▪ Permitting requirements are found within the MCAPCO Regulation 1.5211 – “Applicability” (not 15A NCAC 2Q.0100 through 2Q.0300 as stated in the draft EA). ▪ CLT should notify MCAQ, apply for, and receive all necessary permits prior to construction of any regulated emission source(s). 	MCAQ	Comment addressed. Appendix C, <i>Air Quality</i> has been updated, accordingly.
5.4	<p>The EA emissions analysis included data from the U.S. Environmental Protection Agency’s (EPA’s) MOrtor Vehicle Emission Simulator (MOVES) version 2014b. MOVES3 is the current, official EPA mobile source emission modeling system. Please reference EPA guidance on the use of MOVES3 for general conformity applicability analysis. Also reference Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes (EPA-420-B-20-044, November 2020).</p>	MCAQ	<p>The EPA’s latest version of MOVES (MOVES3) was released in November 2020. However, the air quality analysis presented in Appendix C, <i>Air Quality</i> was initiated in August 2019 when MOVES 2014b was the latest version available. As stated in 86 FR 1106 and the EPA’s <i>Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes</i>, a two-year grace period was initiated on January 7, 2021 during which the model previously specified by the EPA as the most current version may continue to be used for general conformity applicability analyses. Therefore, the use of MOVES 2014b for the purpose of this air quality analysis is acceptable. Appendix C, <i>Air Quality</i> has been updated to include this discussion.</p>

COMMENT #	COMMENT	COMMENTER	RESPONSE
5.5	Implementation of the Clean Air Act in the County has been delegated to staff within the Land Use and Emergency Services Agency (LUESA). You should contact them directly for all information related to this program. https://www.mecknc.gov/LUESA/Pages/Home.aspx .	NC DAQ	Comment noted.
6	Historic		
6.1	Concerns regarding the Steele Creek Presbyterian Church property and the current RFQ for the sale of the property	Beaty (1), Beaty (2), Beaty (3), Wright	The Steele Creek Presbyterian Church and Cemetery property is listed on the National Register of Historic Places. The property, excluding the cemetery, is owned and maintained by the City of Charlotte Aviation Department. The analysis in the Revised Draft EA (see Section 3.3.7 and Section 4.8), showed there would be no direct effects (physical impacts) or indirect effects (a change in visual setting or an increase in noise) to the Steele Creek Presbyterian Church with the implementation of the Alternative 1, Alternative 2, or Alternative 3. Independent of the EA process, the City of Charlotte Aviation Department issued a Request For Proposals in the sale of the church and surrounding property. The Proposed Action in the Revised Draft EA and the RFP are not connected actions and they are being evaluated separately.
6.2	Recommends that no further archaeological investigation be conducted in connection with this project	NC SHPO	Comment noted.
6.3	The North Carolina SHPO is prepared to enter into a Memorandum of Agreement between the Federal Aviation Administration and the City of Charlotte to mitigate the adverse effect of the undertaking on the Old Terminal Building. We look forward to the consultation with FAA, the City of Charlotte, and other interested parties.	NC SHPO	Comment noted.

COMMENT #	COMMENT	COMMENTER	RESPONSE
7	Water Resources		
7.1	Portions of the proposed project will encroach into Special Flood Hazard Area (SFHA) and Floodway, therefore a Floodplain Development Permit issued by City Of Charlotte will be required. Please coordinate with the City's Floodplain Administrator for permitting.	NC DPS EM	As stated in Section 4.14, <i>Water Resources</i> , coordination with the City of Charlotte is ongoing to ensure all of the appropriate permits, including a Floodplain Development Permit, and other related approvals are acquired prior to the construction of Alternative 1, Alternative 2, or Alternative 3.
7.2	If there is any encroachment, grading, or storage of equipment and materials in the floodway, then a hydraulic analysis shall be performed to determine the impact on flood levels due to the proposed construction. Any increase in flood levels will require approval of a Conditional Letter of Map Revision (CLOMR) prior to construction. No structures shall be impacted by the increase in flood levels. If there are no increases in flood levels, a "No-Rise" study and certification will be required prior to construction.	NC DPS EM	As stated in Section 4.14, <i>Water Resources</i> , the City of Charlotte Aviation Department will submit the CLOMR to the Federal Emergency Management Agency to demonstrate any modifications to the existing regulatory floodway, Base Flood Elevations (BFEs), or Special Flood Hazard Areas (SFHAs) that would be generated by the construction of Alternative 1, Alternative 2, or Alternative 3. See Section 4.14 for the updated discussion regarding the hydraulic analysis to be conducted as part of the CLOMR process.

COMMENT #	COMMENT	COMMENTER	RESPONSE
7.3	NCWRC has concerns for the amount of impacts to surface waters and the increase in stormwater runoff from additional impervious surface. Additional impervious surface associated with new development results in an increase in stormwater runoff that can exert significant impacts on stream morphology. This will cause further degradation of aquatic habitats through accelerated stream bank erosion, channel changes, bedload changes, altered substrates, and scouring of the stream channel. In addition, pollutants (e.g., sediment, heavy metals, and deicing chemicals) washed from roads and the airport can adversely affect and extirpate species downstream of developed areas. We recommend using Low Impact Development (LID) techniques, such as bioretention cell in parking lot medians that can collect stormwater from the building and parking area.	NCWRC	<p>As stated in Section 4.14.3, the following measures will be in place to prevent pollution in stormwater runoff:</p> <ul style="list-style-type: none"> ▪ A construction National Pollutant Discharge Elimination System (NPDES) permit from NCDEQ and an Erosion and Sedimentation Control (ESC) Plan approved by the City of Charlotte. The ESC Plan will include best management practices (BMPs) that are specific to the construction activities to prevent runoff during construction from affecting waters of the United States. ▪ The City of Charlotte Aviation Department maintains a Storm Water Management Plan (SWMP) that provides comprehensive guidance for managing stormwater and maintaining water quality. The SWMP provides guidance, including BMPs, for compliance with Federal, state, and local environmental laws and regulations during construction and operations to prevent contamination from runoff. ▪ A SPCC Plan that defines responses to spills to prevent contamination of receiving waters. ▪ The regulations in the City of Charlotte Post Construction Stormwater Ordinance will be adhered. <p>The use of LID techniques will be considered and implemented if applicable.</p>
7.4	401 Certificate required as noted when surface waters and/or wetlands are impacted (box checked). Please have a North Carolina Certified Well Contractor (NCCWC) properly abandon any wells that may be in the way of the development.	NC DWR-WQROS	<p>As discussed in Section 4.14.5.4, the 401 Certificate is conditionally approved and an amendment to the permit would be required and completed prior to construction of Alternative 1, Alternative 2, or Alternative 3. Furthermore, wells will be properly abandoned by a NCCWC. See Section 4.14 for the updated discussion on well abandonment.</p>

COMMENT #	COMMENT	COMMENTER	RESPONSE
7.5	Concerned about the impact of development activities related to Alternative 1 (Proposed Action) and the other alternatives on the Beaverdam Creek Watershed and wants reassurance that BMPs will be implemented	LeNeave	The commenter is correct, stormwater from the Airport drains southwest into the Beaverdam Creek. As stated in Section 4.14.1, the implementation of Alternative 1, Alternative 2, or Alternative 3 would result in an increase of approximately 211 acres in impervious surfaces. However, this increase in impervious surfaces and resulting increase in stormwater runoff would be wholly accommodated by the Airport's stormwater systems. Furthermore, BMPs will be incorporated into the construction of Alternative 1, Alternative 2, or Alternative 3, as described in Section 4.16.3.
8	Hazardous Materials, Solid Waste, and Pollution Prevention		
8.1	Twenty-Four (24) Superfund Section sites were identified within one mile of the project as shown on the attached report. The Superfund Section recommends that site files be reviewed to ensure that appropriate precautions are incorporated into any construction activities that encounter potentially contaminated soil or groundwater.	NCDEQ DEACS, NCDEQ DWM HIS	As stated in Section 3.3.5, <i>Hazardous Materials</i> , the USEPA's National Priority List was reviewed and found no Superfund Sites are located within the Direct Study Area. All activities that involve disturbing or excavating soils will be performed in accordance with applicable Federal, state, and local regulations, as stated in Section 4.7.3. Additionally, all construction contractor(s) will be required to abide by the Airport's SPCC Master Plan that satisfies USEPA oil pollution prevention regulations. Should any contaminated materials be encountered during construction, the finding will be reported, and the material excavated and stored on site for testing in accordance with applicable regulations.
8.2	The Mooresville Regional Office (MRO) UST Section recommends removal of any abandoned or out-of-use petroleum USTs or petroleum above ground storage tanks (ASTs) within the project area. The UST Section should be contacted regarding use of any proposed or on-site petroleum USTs or ASTs. We may be reached at 704-663-1699.	NC DWM - UST	See the updated Section 4.7.3 for the updated discussion regarding the removal of any abandoned or out-of-use petroleum USTs or ASTs within the Direct Study Area.

COMMENT #	COMMENT	COMMENTER	RESPONSE
8.3	Any petroleum spills must be contained, and the area of impact must be properly restored. Petroleum spills of significant quantity must be reported to the North Carolina Department of Environment & Natural Resources – Division of Waste Management Underground Storage Tank Section in the Mooresville Regional Office at 704-663-1699.	NC DWM - UST	As stated in Section 4.7.3, should any contaminated materials be encountered during construction, the finding will be reported and the material excavated and stored on site for testing in accordance with applicable regulations. See Section 4.7.3 for the updated discussion regarding the restoration of the site and reporting to the NCDENR.
8.4	Any soils excavated during demolition or construction that show evidence of petroleum contamination, such as stained soil, odors, or free product must be reported immediately to the local Fire Marshall to determine whether explosion or inhalation hazards exist. Also, notify the UST Section of the Mooresville Regional Office at 704-663-1699. Petroleum contaminated soils must be handled in accordance with all applicable regulations.	NC DWM - UST	As stated in Section 4.7.3, should any contaminated materials be encountered during construction, the finding will be reported and the material excavated and stored on site for testing in accordance with applicable regulations. See Section 4.7.3 for the updated discussion regarding the reporting of evidence of petroleum contamination to the local Fire Marshall and NCDENR.

COMMENT #	COMMENT	COMMENTER	RESPONSE
8.5	The new fourth parallel runway is proposed to be located adjacent to or over a solid waste land clearing and inert debris landfill permitted by Mecklenburg County (Permit 60-AU-LCID, 1999, formerly demolition landfill Permit 60-AU, 1991). Mecklenburg County may be contacted for information regarding the landfill. The Solid Waste Section must be contacted for permitting requirements for the construction of any roads, structures, or other construction activities proposed to be located over the waste disposal area, or if the landfill will be disturbed during construction.	NCDEQ DWM SWS	Correct, the site identified by the commenter is located adjacent to the Direct Study Area. As described in the EDR located in Appendix F, <i>Hazardous Materials, Solid Waste, and Pollution Prevention</i> , the identified solid waste land clearing and inert debris landfill site is inactive/closed. However, if the site was to be impacted, coordination with the Solid Waste Section will occur and the appropriate approvals will be acquired prior to construction.
8.6	During the project, every feasible effort should be made to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste existing at the site or generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility approved to manage the respective waste type. The Section strongly recommends that any contractors are required to provide proof of proper disposal for all waste generated as part of the project.	NCDEQ DWM SWS	As stated in Section 4.7.1 of the EA, the Airport will continue to ensure building materials and debris are recycled to the greatest extent feasible. Materials that cannot be recycled will be disposed of in accordance with all Federal, state, and local regulations.