

# **APPENDIX L**

## Responses to Comments

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## Responses to Comments

This document includes responses to agency, organization and individual comments that were received during the public comment period on the Draft Environmental Assessment (EA) and the Revised Draft EA.

### **Draft EA**

A total of 37 separate comment letters were received on the Draft EA 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.

### **Revised Draft EA**

A total of 21 separate comment letters were received on the Revised Draft EA during the public comment period from October 8, 2021 to November 22, 2021. A virtual public hearing was held on November 8, 2021 during which the public was given the opportunity to comment on the Revised Draft EA. During the public hearing, three members of the public made oral statements, with one person speaking twice. As such, a total of 25 comments were received from Federal, State, and local agencies, organizations, and individuals on the Revised Draft EA.

Written and oral comments received on the Revised Draft EA are provided on the following pages in Section 3, *Comments Received on the Revised Draft EA*. Responses to comments received are located in Section 4, *Responses to Comments Received on the Revised Draft EA*. The outreach efforts to notify the public of the availability of the document and public meeting and hearing are provided in Appendix A.



## **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](mailto: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

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**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

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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:** CIt expansion and supporting roads  
**Date:** Friday, April 16, 2021 3:13:12 PM

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**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

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1.2

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

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**2.1** I live in the west Moreland neighborhood .We already have a terrible noise problem.we can hear the planes 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

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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](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

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2.7 [ 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 2.1 [ 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](#)

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

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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,  
but I didn't see EA of noise impact for this area. I have low flying, departing flights that fly directly over my  
2.1 [ 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 a 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

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**1.2** Thanks

Vimal

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

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**1.2** [rjgflight23@gmail.com](mailto:rjgflight23@gmail.com)

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

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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

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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

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**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

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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

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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](mailto: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

2.11 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.

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.

1.10

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](http://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

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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](mailto:jack.thomson@mecknc.gov)  
**Subject:** Environmental Assessment for the CLT Capacity Enhancement Project  
**Date:** Tuesday, June 1, 2021 4:49:21 PM

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## 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](mailto:rbeaty@tnwesleyan.edu)

Mobile: 864.704.7940

204 East College Street Athens, TN 37303

[www.tnwesleyan.edu](http://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

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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		Status <sup>1</sup>
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

<sup>1</sup> 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](mailto: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 --*

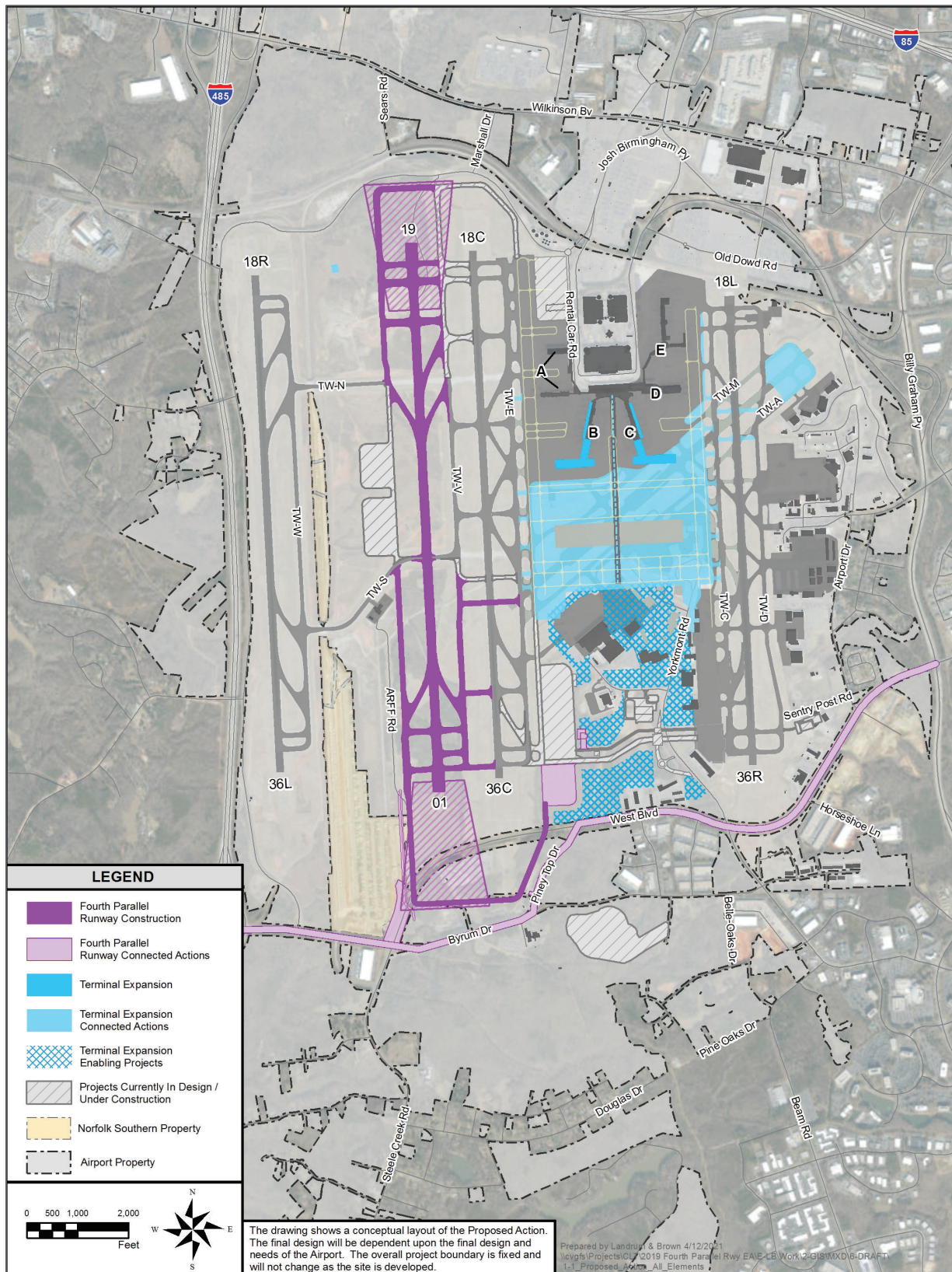
Janet Mizzi  
Field Supervisor

Cc: HDR – Kelly Thames

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**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

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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](mailto: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

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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](mailto: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 vis phone, email, and other digital tools. Contact me at 704-680-3541 to make an appointment.

Please visit [farmers.gov/coronavirus](https://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](mailto:state.clearinghouse@doa.nc.gov)  
*Website:* [www.ncadmin.nc.gov](http://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 Environmental 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 Environmental 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 [crystal.best@doa.nc.gov](mailto:crystal.best@doa.nc.gov)  
N.C. Department of Administration  
State Clearinghouse

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

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](mailto: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](mailto: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

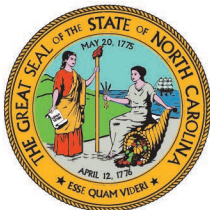
Type: National Environmental Policy Act Environmental Assessment  
Applicant: Charlotte Douglas International Airport  
Project Desc.: Proposed project is for the construction of a new fourth parallel runway and associated exits and taxiways and expansion of the terminal Concourse B and C building and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

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 Wildlife Resources Commission ⊠

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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](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.



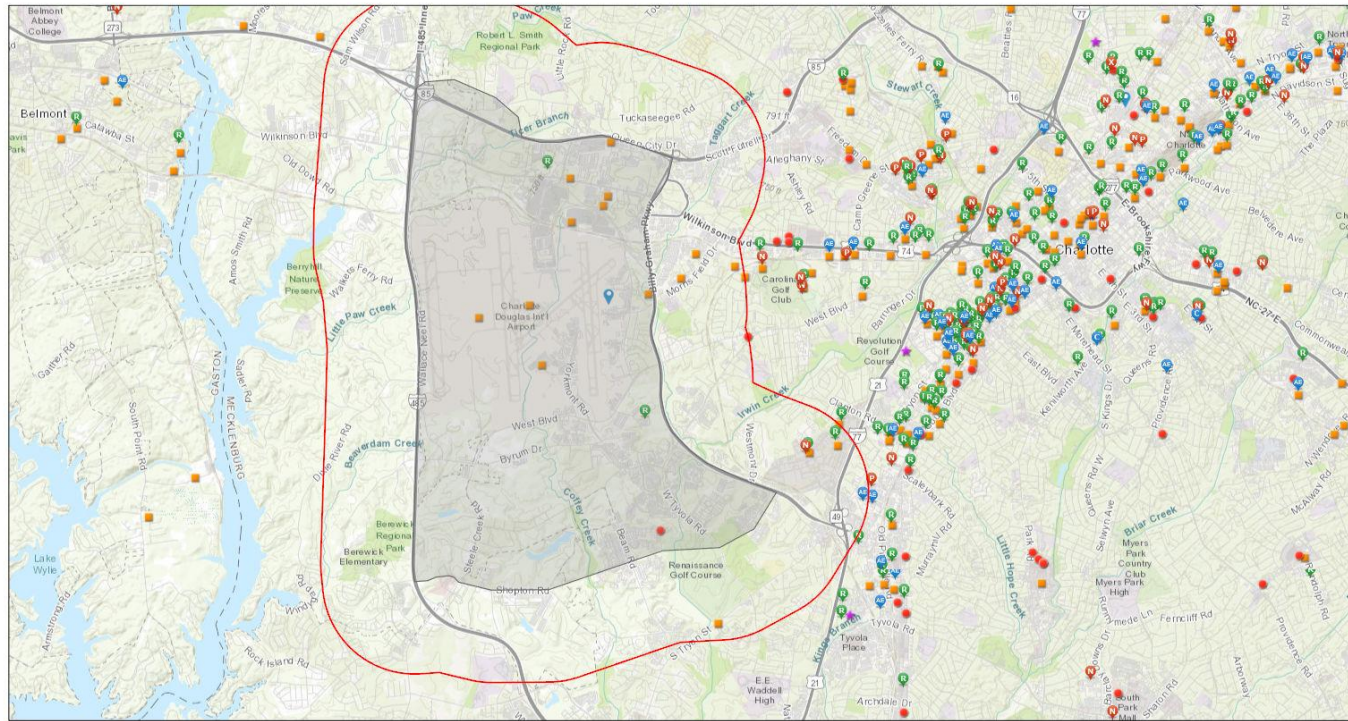


# SUPERFUND SECTION STIES ONLY : SEPA/NEPA

## Area of Interest (AOI) Information

Area : 22,040.45 acres

May 11 2021 15:04:15 Eastern Daylight Time



NC Brownfields Location_View	Recorded	Active Eligible	No Further Interest	Pre Regulatory Landfill Sites
	Complete	Ineligible	DSCA_Certified - Copy	Inactive Hazardous Sites
	Pending	Federal Remediation Branch		

1:72,224

City Of Charlotte, NC, State of North Carolina DOT, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

Superfund Section Sites Only : 21-0893 Meckl burg 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 CONTSR	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.

1.8

	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.0100 thru 2Q.0300)	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.0113).	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 _____ <b>Local Government's</b> 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: <a href="http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program">http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program</a>		
<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: <a href="http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information">http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information</a>		
<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. <a href="https://www.mecknc.gov/LUESA/Pages/Home.aspx">https://www.mecknc.gov/LUESA/Pages/Home.aspx</a> .	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

**Raleigh Regional Office**  
3800 Barrett Drive,  
Raleigh, NC 27609  
Phone: 919-791-4200  
Fax: 919-571-4718

**Washington Regional Office**  
943 Washington Square Mall,  
Washington, NC 27889  
Phone: 252-946-6481  
Fax: 252-975-3716

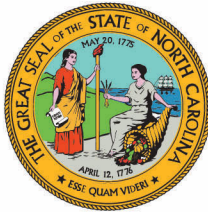
**Wilmington Regional Office**  
127 Cardinal Drive Ext.,  
Wilmington, NC 28405  
Phone: 910-796-7215  
Fax: 910-350-2004

**Winston-Salem Regional Office**  
450 Hanes Mill Road, Suite 300,  
Winston-Salem, NC 27105  
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MICHAEL SCOTT  
Director



NORTH CAROLINA  
Environmental Quality

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

Manager Sign-Off/Region:	Date: 5/14/21	In-House Reviewer/Agency: Melodi Deaver, Hazardous Waste Sectors
--------------------------	------------------	---

Response (check all applicable)	
<input type="checkbox"/> No objection to project as proposed.	<b>1.7</b> <input checked="" type="checkbox"/> No Comment
<input type="checkbox"/> Insufficient information to complete review	<input type="checkbox"/> Other (specify or attach comments)
<p>If you have any questions, please contact:  <b>Lyn Hardison at <a href="mailto:lyn.hardison@ncdenr.gov">lyn.hardison@ncdenr.gov</a> or (252) 948-3842</b>  <b>943 Washington Square Mall Washington NC 27889</b>  <b>Courier No. 16-04-01</b></p>	



# **NATIONAL COURT REPORTERS INC**

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## **In The Matter Of**

**CLT Capacity Enhancements Environmental Assessment**

### **CASE**

**Public Workshop & Hearing  
Charlotte Airport**

### **Date**

**5-17-21**

### **Witness**

**Public**

**Original Certified  
Transcript**

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ENVIRONMENTAL ASSESSMENT  
PUBLIC WORKSHOP & HEARING

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IN RE: :  
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CLT CAPACITY ENHANCEMENT :  
PROJECT :  
:  
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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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## 1 PROCEEDINGS

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

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

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

23 Some background and meeting logistics.  
24 So this -- the City of Charlotte is hosting  
25 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                 MR. PETRUSKA:           Hi, good afternoon.  
23                 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

**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.

20 So bottom line is that there needs to  
21 be a different metric to assess significant  
22 **2.4** 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.

10 1.7 [ 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)**

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

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

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

20                   Now we are going to call on a  
21 preregistered speaker that wasn't available  
22 originally, that is now available now. That  
23 is Jeffrey Mosher. Jeffrey Mosher, we will  
24 unmute you, you may have to unmute yourself as  
25 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)

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

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

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

20 (Awaiting additional comment)

21 MR. PROCTOR: Just to remind  
22 everyone, we're here in the public hearing  
23 section of the workshop. If you have just  
24 signed on, you can request to speak using the  
25 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

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

6.1

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

20 MR. PROCTOR: Thank you very much  
21 Ms. Wright for speaking. Again, reiterating  
22 that this is a public hearing. We are here to  
23 listen to your comments. So please feel free  
24 to utilize the Q&A tool button at the bottom  
25 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)

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

**2.4**

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

**2.5**

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

**2.6**

22 that, would hope that the FAA would go ahead  
23 and address our slate of six recommendations  
24 and hopefully work with us to implement them.  
25 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.)

12 - - -

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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.

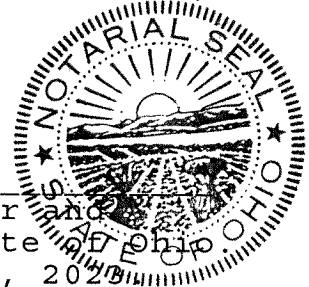
10 I do further certify that this workshop/public  
 11 hearing was taken at the time and place in the  
 12 foregoing caption specified.

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





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## **In The Matter Of**

**CLT Capacity Enhancements Environmental Assessment**

**Public Workshop & Hearing**

### **CASE**

**Charlotte Airport**

### **Date**

**5-18-21**

### **Witness**

**Public**

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ENVIRONMENTAL ASSESSMENT  
PUBLIC WORKSHOP & HEARING

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CLT CAPACITY ENHANCEMENT :  
PROJECT :  
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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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## 1 PROCEEDINGS

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

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

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

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

24 The City of Charlotte is hosting this  
25 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

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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.

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

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

18 Seeing now that we have gone through  
19 our preregistered speakers, if anyone has  
20 logged on, would like to comment, please note  
21 that you can enter your name in the Q&A  
22 section at the bottom of your screen. We will  
23 then enter your name into a queue to  
24 speak. We will leave this hearing open and  
25 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.

24  
25



## 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
<b>Public Comments Received Through Email</b>			
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
<b>Agency Comments Received Through Email</b>			
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
<b>Public Comments Received Verbally at the Public Hearings</b>			
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
<b>1</b>	<b>General</b>		
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 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.
<b>2</b>	<b>Noise</b>		
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	<p>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 (ATC) 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.</p>





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.  <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 Final 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 Final 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 Final EA. As such, the recommendations are not evaluated as part of this Final EA. Immediately following the EA process, 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. 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</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</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 Final 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 Final 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 Final 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 Final 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.
<b>3</b>	<b>Traffic</b>		
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, 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, 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 ( <a href="https://www.crtpo.org/PDFs/MTP/2045/2045_MTP.pdf">https://www.crtpo.org/PDFs/MTP/2045/2045_MTP.pdf</a> ). 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
<b>4</b>	<b>Biological Resources</b>		
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 Final 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"> <li>1. new information reveals impacts of the identified action may affect listed species or critical habitat in a manner not previously considered,</li> <li>2. the identified action is subsequently modified in a manner that was not considered in this review, or</li> <li>3. a new species is listed or critical habitat is determined that may be affected by the identified action.</li> </ol>	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"> <li>1. all new developments should implement storm-water retention and treatment measures designed to avoid any additional impacts to habitat quality within the watershed</li> <li>2. low-impact-development techniques should be used</li> <li>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</li> <li>4. no stormwater control measures should be installed within any stream or wetland</li> <li>5. pervious material should be considered for the construction of roads, driveways, sidewalks, etc.</li> </ol>	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.
<b>5</b>	<b>Air Quality</b>		
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"> <li>▪ Section 2.5 of Appendix C should cite the Mecklenburg County Air Pollution Control Ordinance (MCAPCO).</li> <li>▪ MCAQ is the local permitting authority for stationary emission source permits in Mecklenburg County.</li> <li>▪ 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).</li> <li>▪ CLT should notify MCAQ, apply for, and receive all necessary permits prior to construction of any regulated emission source(s).</li> </ul>	MCAQ	<p>Comment addressed. Appendix C, <i>Air Quality</i> has been updated, accordingly.</p>
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. <a href="https://www.mecknc.gov/LUESA/Pages/Home.aspx">https://www.mecknc.gov/LUESA/Pages/Home.aspx</a> .	NC DAQ	Comment noted.
<b>6</b>	<b>Historic</b>		
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 Chapters 3 and 4 (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 this Final 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	<b>Water Resources</b>		
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	<p>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.</p>	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"> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ A SPCC Plan that defines responses to spills to prevent contamination of receiving waters.</li> <li>▪ The regulations in the City of Charlotte Post Construction Stormwater Ordinance will be adhered.</li> </ul> <p>The use of LID techniques will be considered and implemented if applicable.</p>
7.4	<p>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.</p>	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.
<b>8</b>	<b>Hazardous Materials, Solid Waste, and Pollution Prevention</b>		
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	<p>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.</p>	NCDEQ DWM SWS	<p>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.</p>
8.6	<p>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.</p>	NCDEQ DWM SWS	<p>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.</p>



### **3 Comments Received on the Revised Draft EA**

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

**From:** [del Monte Vicente, Pablo](#)  
**To:** [CLTCapacityEA](#)  
**Subject:** Request for NOTIFICATIONS THROUGHOUT THE EA PROCESS  
**Date:** Friday, October 8, 2021 8:39:28 AM  
**Attachments:** [image001.png](#)

---

Good Morning,

**1.1** Please send me notifications throughout the EA process.

Many thanks,

Pablo del Monte, PE (TX, NC, GA, MD, FL, AL, VA)  
Vice President, Engineering Services  
Ferrovia Construction East, LLC  
T.: 470 299 1457. Ext.: 22751  
C.: 817 470 9498  
[pdelmonte@ferrovial.us](mailto:pdelmonte@ferrovial.us)

One Securities Centre  
3490 Piedmont Road, Suite 350  
Atlanta, GA 30305  
[www.ferrovial.com](http://www.ferrovial.com)

**ferrovial**  
construction

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[twitter](#) - [facebook](#) - [linkedin](#) - [blog](#)



**From:** PEGGY SCHWARTZ <peg28226@gmail.com>  
**Sent:** Friday, October 8, 2021 10:41 AM  
**To:** CLTCapacityEA  
**Subject:** Notification

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

1.1, 2.1 [ Add me to information distribution list for EA at CLT airport. Particularly interested in the noise assessments for my community impacted by additional incoming flight capacity.

Sent from my iPad

**From:** ALBERT RHODES <atsnu@aol.com>

**Sent:** Friday, October 8, 2021 10:58:38 AM

**To:** Gaby Elizondo <Gaby.Elizondo@landrumbrown.com>

**Subject:** Re: Availability of the Revised Draft Environmental Assessment and Upcoming Virtual Public Meeting and Hearing for the Charlotte Douglas International Airport Capacity Enhancement Projects

This expansion has been planned for several years.

1.2 My concern is there is no forward planning for the next major expansion which in my estimation should not be at the current location

A Rhodes

Sent from my iPad

**From:** Lynn Zufferey <lynnzufferey@gmail.com>  
**Sent:** Sunday, October 17, 2021 6:40 AM  
**To:** CLTCapacityEA

1.1

**From:** Wendy Thompson <wendylauren@hotmail.com>  
**Sent:** Monday, October 25, 2021 8:15 AM  
**To:** CLTCapacityEA  
**Subject:** Subscribe

Hello,

**1.1** I'd like to request notifications throughout the EA process.

Thank you,

Wendy Thompson

---

**From:** Noel Baker <bakern@guilford.edu>  
**Sent:** Monday, November 15, 2021 6:15 AM  
**To:** CLTCapacityEA; Gardon, Daniel; 9-ASO-Noise (FAA); Levine, Mindy; mgurthie@wbtv.com; investigations@wbtv.com; moran.michael@faa.gov  
**Subject:** Re: Does the airport own my land?

2.2

Getting shaken awake at 530 am every morning is getting old. Stop shaking my house with 80 decibel plane noise. The airport is not justified in using my airspace to bring in thousands of arrivals shaking my house.

**From:** [Wil Neumann](#)  
**To:** [CLTCapacityEA](#)  
**Subject:** Information List  
**Date:** Wednesday, November 17, 2021 1:56:08 PM

---

1.1 Please add me to your email list.

Thanks,  
Wil.

**Wil Neumann**  
[wilneumann@carolina.rr.com](mailto:wilneumann@carolina.rr.com)  
[wilneumann@gmail.com](mailto:wilneumann@gmail.com)  
704-451-1551 Cell

3215 Grange Ct.  
Belmont, NC 28012

**From:** [Danny P](#)  
**To:** [CLTCapacityEA](#)  
**Subject:** Construction  
**Date:** Sunday, November 21, 2021 7:46:08 AM

---

Please include me on the updates and schedules.

Thanks

Danny Pruitt

Sent from my iPhone

---

**From:** Reid, Rebekah N <[rebekah\\_reid@fws.gov](mailto:rebekah_reid@fws.gov)>  
**Sent:** Monday, October 25, 2021 12:44 PM  
**To:** Sarah Potter <[Sarah.Potter@landrumbrown.com](mailto:Sarah.Potter@landrumbrown.com)>  
**Subject:** Re: [EXTERNAL] Charlotte Douglas International Airport Availability of REVISED DRAFT Environmental Assessment

Hey Sarah,

1.3 I've looked at the shift from Alt 1 to Alt 2 and the comments in our May 6, 2021 letter are still valid. Would you like an updated letter, or will this email suffice?

Thanks!

Rebekah Reid

US Fish and Wildlife Service  
Asheville Ecological Services Field Office  
160 Zillicoa St.  
Asheville, NC 28801  
phone: 828-258-3939 x42238  
cell: 828-782-0090

***NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.***





STATE OF NORTH CAROLINA  
DEPARTMENT OF ADMINISTRATION

Roy Cooper  
GOVERNOR

Pamela B. Cashwell  
Secretary

November 12, 2021

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

Re: SCH File # 22-E-0000-0080 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](mailto:state.clearinghouse@doa.nc.gov)  
Website: [www.ncadmin.nc.gov](http://www.ncadmin.nc.gov)

Location:  
116 WEST JONES STREET  
RALEIGH, NORTH CAROLINA

Control No.: 22-E-0000-0080  
County.: MECKLENBURG

Date Received: 10/11/2021  
Agency Response: 11/10/2021  
Review Closed: 11/10/2021

JOSEPH HUDYNIA  
CLEARINGHOUSE COORDINATOR  
DEPT OF AGRICULTURE

Project Information

Type: National Environmental Policy Act Environmental 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:

1.4  No Comment  Comments Below  Documents Attached

Reviewed By: JOSEPH HUDYNIA

Date: 10/14/2021

Control No.: 22-E-0000-0080  
County.: MECKLENBURG

Date Received: 10/11/2021  
Agency Response: 11/10/2021  
Review Closed: 11/10/2021

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

3.1

From the information provided it appears the proposed project study area is in close vicinity of Special Flood Hazard Area (SFHA). Any encroachment, grading, fill or placement of equipment or materials in the SFHA will require a floodplain development permit issued by City Of Charlotte. Please coordinate with the City's Floodplain Administrator for permitting.

Reviewed By: JINTAO WEN

Date: 11/8/2021

Control No.: 22-E-0000-0080  
County.: MECKLENBURG

Date Received: 10/11/2021  
Agency Response: 11/10/2021  
Review Closed: 11/10/2021

JEANNE STONE  
CLEARINGHOUSE COORDINATOR  
DEPT OF TRANSPORTATION

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:

1.4  No Comment  Comments Below  Documents Attached

Reviewed By: JEANNE STONE

Date: 10/19/2021

Control No.: 22-E-0000-0080  
County.: MECKLENBURG

Date Received: 10/11/2021  
Agency Response: 11/10/2021  
Review Closed: 11/10/2021

LYN HARDISON  
CLEARINGHOUSE COORDINATOR  
DEPT OF ENVIRONMENTAL QUALITY

Project Information

Type: National Environmental Policy Act Environmental 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: 11/9/2021



NORTH CAROLINA  
*Environmental Quality*

ROY COOPER  
*Governor*

ELIZABETH S. BISER  
*Secretary*

To: Crystal Best  
State Clearinghouse  
NC Department of Administration

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

RE: 22-0080 (21-0893)  
Revised Draft 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: November 9, 2021

The Department of Environment Quality has reviewed the proposal for the referenced project. Based on the information provided, sixteen (16) 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. 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

Reviewing Regional Office: MRO  
 Project Number: 22-0080 Due Date: 11/5/2021  
 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.

1.5

	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 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 _____ <b>Local Government's</b> 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: 22-0080 Due Date: 11/5/2021  
 County: Mecklenburg

1.5  
CONT'D

	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: <a href="http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program">http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program</a>		
<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: <a href="http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information">http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information</a>		
<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: 22-0080 Due Date: 11/5/2021  
 County: Mecklenburg

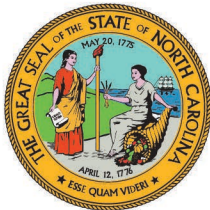
Other Comments (attach additional pages as necessary, being certain to comment authority)

Division	Initials	No comment	Comments	Date Review
1.6 DAQ	PW*	<input type="checkbox"/>	Implementation of the Clean Air Act in Mecklenburg 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. <a href="https://www.mecknc.gov/LUESA/Pages/Home.aspx">https://www.mecknc.gov/LUESA/Pages/Home.aspx</a>	10/12/2021
3.2 DWR-WQROS	AHP	<input type="checkbox"/>	As noted in the materials, surface waters and wetlands are noted in the study area and impacts to those would require a 401 certificate (box checked). Any wells in the construction area should be properly abandoned by a NCCWC (box checked). MRO-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.	11/3/2021
1.5 1.5 1.5 DWR-PWS	JHW	<input type="checkbox"/>	See above item	10/11/2021
DEMLR (LQ & SW)	ZSK	<input type="checkbox"/>	See above	10/11/2021
DWM – UST	RHT	<input type="checkbox"/>	See above	11/5/2021
Other Comments		<input type="checkbox"/>		/ /

**REGIONAL OFFICES**

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

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> <b>Asheville Regional Office</b><br>2090 U.S. 70 Highway<br>Swannanoa, NC 28778-8211<br>Phone: 828-296-4500<br>Fax: 828-299-7043 | <input type="checkbox"/> <b>Fayetteville Regional Office</b><br>225 Green Street, Suite 714,<br>Fayetteville, NC 28301-5043<br>Phone: 910-433-3300<br>Fax: 910-486-0707 | <input checked="" type="checkbox"/> <b>Mooreville Regional Office</b><br>610 East Center Avenue, Suite 301,<br>Mooreville, NC 28115<br>Phone: 704-663-1699<br>Fax: 704-663-6040 |
| <input type="checkbox"/> <b>Raleigh Regional Office</b><br>3800 Barrett Drive,<br>Raleigh, NC 27609<br>Phone: 919-791-4200<br>Fax: 919-571-4718           | <input type="checkbox"/> <b>Washington Regional Office</b><br>943 Washington Square Mall,<br>Washington, NC 27889<br>Phone: 252-946-6481<br>Fax: 252-975-3716           | <input type="checkbox"/> <b>Wilmington Regional Office</b><br>127 Cardinal Drive Ext.,<br>Wilmington, NC 28405<br>Phone: 910-796-7215<br>Fax: 910-350-2004                      |
|   | <input type="checkbox"/> <b>Winston-Salem Regional Office</b><br>450 Hanes Mill Road, Suite 300,<br>Winston-Salem, NC 27105<br>Phone: 336-776-9800<br>Fax: 336-776-9797 |   |



NORTH CAROLINA  
*Environmental Quality*

NCDEQ DWM IHS

ROY COOPER

*Governor*

ELIZABETH S. BISER

*Secretary*

MICHAEL SCOTT

*Director*

Date: November 3, 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 # 22-0080, 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. Go to - <https://www.airportprojects.net/clt-capacity-ea/documents-reports>

4.1

Sixteen (16) 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.



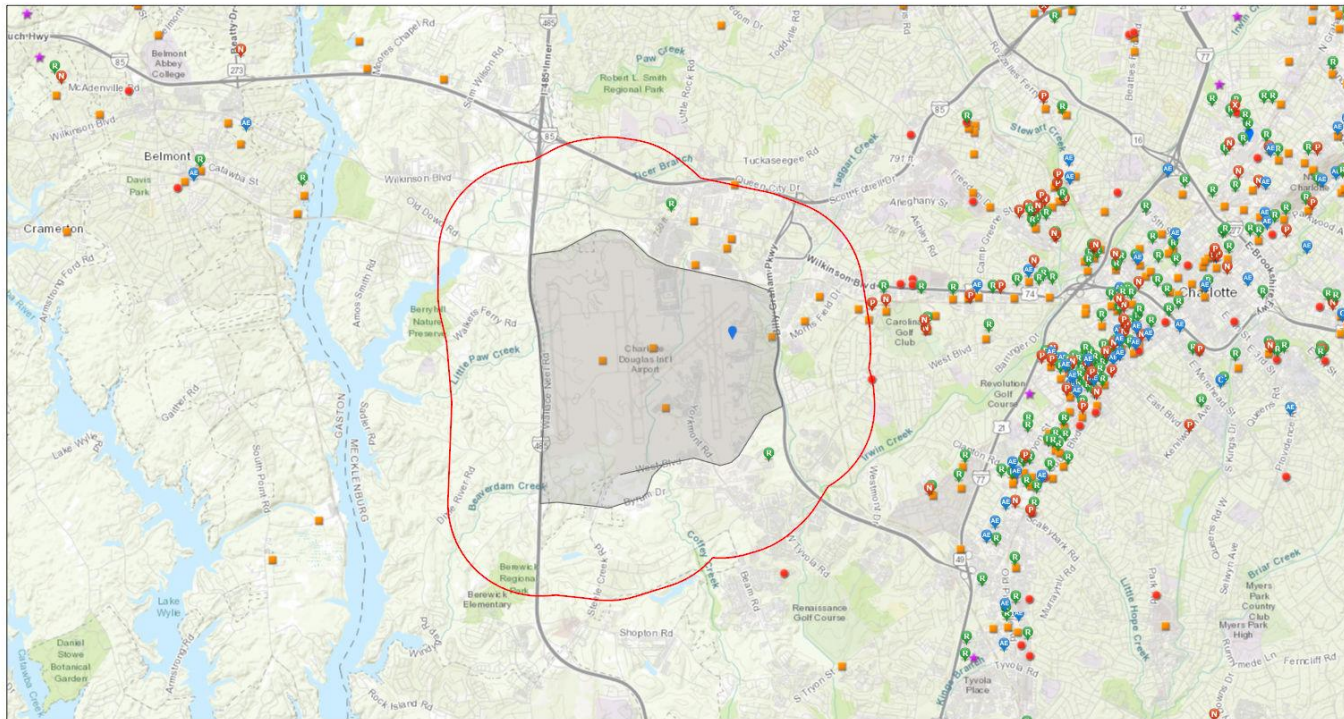
North Carolina Department of Environmental Quality | Division of Waste Management  
217 West Jones Street | 1646 Mail Service Center | Raleigh, North Carolina 27699-1646  
919.707.8200

# SUPERFUND SECTION SITES ONLY : SEPA/NEPA

## Area of Interest (AOI) Information

rea : 12,222.51 acres

Nov 3 2021 9:01:42 Eastern Daylight Time



NC Brownfields Location_View		Recorded		Complete		Active Eligible		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, County of Gaston, State of North Carolina  
DOT, Esri, HERE, Garmin, INCREMENT P, USGS, METNUSA,  
NSA, EPA, USDA

Superfund Section Sites Only : 22-0 8 Mecklenburg County

## Summary

Name	Count	Area(acres)	Length(mi)
Certified DSCA Sites	1	N/A	N/A
Federal Remediation Branch Sites	1	N/A	N/A
Inactive Hazardous Sites	12	N/A	N/A
Pre-Regulatory Landfill Sites	0	N/A	N/A
Brownfields Program Sites	2	N/A	N/A

## Certified DSCA Sites

#	Site_ID	Site_Name	Count
1	DC600069	Coleman Dry Cleaners	1

## Federal Remediation Branch Sites

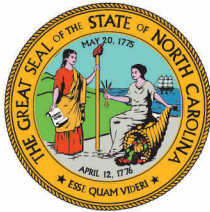
#	SITE_ID	SITE_NAME	Count
1	DODNC0002	CHARLOTTE AIR NATIONAL GUARD	1

## Inactive Hazardous Sites

#	EPAID	SITENAME	Count
1	NCD024477556	WINSTON CONTAINER COMPANY	1
2	NONCD0000088	TRANS TECHNOLOGY	1
3	NONCD0001219	HARLEE AVENUE CONTAMINATION	1
4	NONCD0001480	CHARLOTTE DOUGLAS AIRPORT 7	1
5	NONCD0001498	MARSHALL AVE PCE	1
6	NONCD0001938	JONES ELECTRIC REPAIR CO	1
7	NONCD0002158	NCDOT ASPHALT SITE NO 13_REA CONTSR	1
8	NONCD0002620	TRANE SERVICE FIRST	1
9	NONCD0002657	US AIRWAYS MAINTENANCE FACILITY	1
10	NONCD0002697	WARREN ROAD	1
11	NONCD0002895	UNITED SCRAP, INC.	1
12	NONCD0002912	PRIMROSE AVE PCE CONTAMINATION	1

## Brownfields Program Sites

#	BF_ID	BF_Name	Count
1	1301109060	Kolortex Facility	1
2	2105217060	Little Rock Road	1



ROY COOPER  
Governor

ELIZABETH S. BISER  
Secretary

MICHAEL SCOTT  
Director

NORTH CAROLINA  
Environmental Quality

DATE: November 4, 2021

TO: Michael Scott, Division Director through Sharon Brinkley

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

RE: NEPA Project #22-0080, Mecklenburg County, N.C.  
Charlotte Douglas International Airport – Revised Draft Environmental Assessment  
for the Capacity Enhancement Projects

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#### 4.2

The Solid Waste Section has reviewed the Revised Draft Environmental Assessment to change the Proposed Action for the City of Charlotte Capacity Enhancement Projects from Alternative 1 to Alternative 2. Alternative 2 shifts the proposed new runway 100 feet to the east as compared to Alternative 1, 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.

#### 4.3

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



# Department of Environmental Quality Project Review Form

NCWRC

**Project Number: 22-0080  
21-0893**

**County: Mecklenburg**

**Date Received: 10-11-2021**

**Due Date: 11-5-2021**

**Project Description:** *Revised Draft 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. 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 (Public Water, Planning & Water Quality Program)
<input type="checkbox"/> Washington	<input checked="" type="checkbox"/> DWM	<input checked="" type="checkbox"/> DWR-Transportation Unit <u>Donna</u>
<input type="checkbox"/> Wilmington		<input type="checkbox"/> Coastal Management
<input type="checkbox"/> Winston-Salem		<input type="checkbox"/> Marine Fisheries
		<input type="checkbox"/> Military Affairs
		<input type="checkbox"/> DMF-Shellfish Sanitation
		<input checked="" type="checkbox"/> Wildlife <u>Olivia</u>
		<input type="checkbox"/> Wildlife/DOT

Manager Sign-Off/Region:	Date:	In-House Reviewer/Agency: Olivia Munzer, NCWRC
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Response (check all applicable)

No objection to project as proposed.     **1.5**  No Comment

Insufficient information to complete review      Other (specify or attach comments)

No additional comments to those already submitted

If you have any questions, please contact:  
**Lyn Hardison at [lyn.hardison@ncdenr.gov](mailto:lyn.hardison@ncdenr.gov) or (252) 948-3842**  
**943 Washington Square Mall Washington NC 27889**  
**Courier No. 16-04-01**



# Department of Environmental Quality Project Review Form

NCDEQ DWM HWS

**Project Number: 22-0080  
21-0893**

**County: Mecklenburg**

**Date Received: 10-11-2021**

**Due Date: 11-5-2021**

**Project Description:** *Revised Draft 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. Go to - <https://www.airportprojects.net/clk-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 (Public Water, Planning & Water Quality Program)
<input type="checkbox"/> Washington	<input checked="" type="checkbox"/> DWM	<input checked="" type="checkbox"/> DWR-Transportation Unit <u>Donna</u>
<input type="checkbox"/> Wilmington		<input type="checkbox"/> Coastal Management
<input type="checkbox"/> Winston-Salem		<input type="checkbox"/> Marine Fisheries
		<input type="checkbox"/> Military Affairs
		<input type="checkbox"/> DMF-Shellfish Sanitation
		<input checked="" type="checkbox"/> Wildlife <u>Olivia</u>
		<input type="checkbox"/> Wildlife/DOT

Manager Sign-Off/Region:	Date: 11/5/21	In-House Reviewer/Agency: Melodi Deaver, Hazardous Waste Section
--------------------------	------------------	---

Response (check all applicable)

No objection to project as proposed.     **1.5**      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](mailto:lyn.hardison@ncdenr.gov) or (252) 948-3842**  
**943 Washington Square Mall Washington NC 27889**  
**Courier No. 16-04-01**





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## **In The Matter Of**

**CLT Capacity Enhancement Projects Revised Draft Environmental Assessment  
Public Meeting & Hearing**

**Date**

**11-8-21**

**Witness**

**Public**

**ORIGINAL  
TRANSCRIPT**

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**11/8/2021**

**1 (1 - 4)**

<p style="text-align: right;">Page 1</p> <p>1</p> <p>2</p> <p>3 CLT CAPACTIY ENHANCEMENT PROJECTS REVISED DRAFT</p> <p>4 ENVIRONMENTAL ASSESSMENT PUBLIC MEETING &amp; HEARING</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20 MEETING - 15201</p> <p>21</p> <p>22</p> <p>23</p> <p>24 DATE: NOVEMBER 8, 2021</p> <p>25 REPORTER: TAYLOR VENEMAN</p>	<p style="text-align: right;">Page 3</p> <p style="text-align: center;">INDEX</p> <p>1</p> <p>2</p> <p>3 PROCEEDINGS</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p style="text-align: right;">Page 5</p>
<p style="text-align: right;">Page 2</p> <p style="text-align: center;">APPEARANCES</p> <p>1</p> <p>2</p> <p>3 Sarah Potter - Associate Vice President</p> <p>4 Landrum &amp; Brown Inc.</p> <p>5 4445 Lake Forest Drive, Suite 700</p> <p>6 Cincinnati, Ohio 45242</p> <p>7 Telephone No.: (513) 530-1271</p> <p>8 E-mail: sarah.potter@landrumbrown.com</p> <p>9 (Appeared via videoconference)</p> <p>10</p> <p>11 David Proctor - Project Manager</p> <p>12 Sharp &amp; Company</p> <p>13 794 Nelson Street</p> <p>14 Rockville, Maryland 20850</p> <p>15 Telephone No.: (240) 341-0851</p> <p>16 E-mail: davidp@sharpanco.com</p> <p>17 (Appeared via videoconference)</p> <p>18</p> <p>19 Also Present:</p> <p>20 Jack Christine - Charlotte COO</p> <p>21 John Crosby - Speaker</p> <p>22 Wendy Burkhard - Speaker</p> <p>23 Kurt Wiessenberger - Speaker</p> <p>24 Scott Evans - Almost Speaker</p> <p>25 Linda Frey - Almost Speaker</p>	<p style="text-align: right;">Page 4</p> <p style="text-align: center;">STIPULATION</p> <p>1</p> <p>2</p> <p>3 The hearing was taken at PIKE REPORTING COMPANY,</p> <p>4 600 17TH STREET, UNIT 2800, DENVER, COLORADO 80202 via</p> <p>5 videoconference in which all participants attended</p> <p>6 remotely on MONDAY the 8th day of NOVEMBER 2021 at</p> <p>7 2:30 p.m.; said hearing was taken pursuant to the</p> <p>8 FEDERAL Rules of Civil Procedure.</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>

**Online Meeting 11-8-21**  
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**11/8/2021**

**2 (5 - 8)**

<p style="text-align: right;">Page 5</p> <p>1 PROCEEDINGS</p> <p>2</p> <p>3 MS. POTTER: All right. We can go ahead and</p> <p>4 get started. Thank you everyone for attending the</p> <p>5 virtual public workshop for the Capacity Enhancement</p> <p>6 Projects EA at Charlotte Douglas International Airport.</p> <p>7 My name is Sarah Potter and I'm the project manager for</p> <p>8 Landrum &amp; Brown, the consultant who is preparing the EA</p> <p>9 for the City of Charlotte. The City of Charlotte is</p> <p>10 hosting this virtual public workshop to discuss the</p> <p>11 change in the proposed action from alternative 1 to</p> <p>12 alternative 2, and to review the potential impacts of</p> <p>13 the alternatives presented in the revised draft EA. This</p> <p>14 virtual public workshop is going to start with a</p> <p>15 presentation, and then it's going to be followed by a</p> <p>16 question-and-answer session where Jack Christine, the</p> <p>17 Charlotte COO, and myself will be available to answer</p> <p>18 any questions. All attendees' audio and webcam is</p> <p>19 disabled. So to submit a question, you need to hover</p> <p>20 your mouse at the bottom of the screen and there's a Q&amp;A</p> <p>21 button. And you can press on that to insert a question</p> <p>22 anytime during the presentation. If you have a specific</p> <p>23 question about a slide, please enter the slide number so</p> <p>24 we can refer back to that when we are answering the</p> <p>25 question. If there are any media inquiries, we ask you</p>	<p style="text-align: right;">Page 7</p> <p>1 of the draft in April of 2021, Charlotte -- the Airport</p> <p>2 has made the decision to change their proposed action</p> <p>3 from alternative 1 to alternative 2. We'll review the</p> <p>4 differences between those two alternatives on the next</p> <p>5 slide. But first, we just want to descri -- just to let</p> <p>6 you know why this change occurred. And this was done</p> <p>7 because in June of 2021, and that was after our last</p> <p>8 public meeting, FAA released a joint order update to</p> <p>9 their air traffic control order. And that is an order</p> <p>10 that describes the required separation between runways</p> <p>11 and how those runways can be used. So that update to</p> <p>12 that order allowed dual simultaneous arrivals to</p> <p>13 parallel runways with 3,200 feet of separation during</p> <p>14 IFR conditions or during, you know, inclement weather</p> <p>15 conditions. The previous version required 3,600 feet of</p> <p>16 separation. So this reduction in separation</p> <p>17 requirements provides operational flexibility to air</p> <p>18 traffic control in alternative 2 that was not available</p> <p>19 with the alternative 1 separation. All right. So the</p> <p>20 difference -- you can see that this slide here shows the</p> <p>21 two alternatives. Alternative 1 on the left has a new</p> <p>22 midfield runway. It is separated from the west runway</p> <p>23 by 3,100 feet and separated from the center runway by</p> <p>24 1,200 feet. Alternative 2 on the right is an -- is a</p> <p>25 10,000-foot runway also. However, the separation</p>
<p style="text-align: right;">Page 6</p> <p>1 to please e-mail media@cltairport.com. And then, we</p> <p>2 also want to let everyone know that comments and</p> <p>3 questions that are submitted during this presentation</p> <p>4 are not included as official record -- on the official</p> <p>5 record of comments. So we strongly encourage everyone</p> <p>6 to submit all -- all comments via e-mail with the</p> <p>7 website -- or the e-mail address for the project, either</p> <p>8 the US Postal Service, or you can also leave an oral</p> <p>9 comment on the -- in the public hearing following this</p> <p>10 workshop. These comments that are submitted via those</p> <p>11 three methods will be in the official record and</p> <p>12 considered in the final EA and responded to. So lastly,</p> <p>13 this event is being recorded, so I just want everyone to</p> <p>14 know that and that it will be posted to the project</p> <p>15 website following this presentation. All right. The</p> <p>16 agenda -- we're going to start off talking about the</p> <p>17 purpose of the meeting, which as I previously said, it's</p> <p>18 to discuss the alternative 1 to alternative 2 change in</p> <p>19 the proposed action from what was originally in the May</p> <p>20 version of the draft EA. We'll then start discussing</p> <p>21 the purpose and need or -- I'm sorry. We'll first look</p> <p>22 at the roles and responsibilities, the EA process, talk</p> <p>23 about the purpose and need, look at the alternatives,</p> <p>24 and then look at the potential impacts, and then end</p> <p>25 with the Q&amp;A session. All right. Since the publication</p>	<p style="text-align: right;">Page 8</p> <p>1 between the west runway and that new runway is 3,200</p> <p>2 feet. And then, the separation between the center</p> <p>3 runway and the new runway is 1,100 feet. So alternative</p> <p>4 2 shifted the new runway 100 feet to the east. So the</p> <p>5 EA capacity analysis determined that both of these</p> <p>6 alternatives would have the same capacity because the</p> <p>7 primary runway use would be the same. And that's</p> <p>8 because during peak arrival periods, three runways are</p> <p>9 needed for triple simultaneous arrivals. And so those</p> <p>10 runways that would be used during that peak time are --</p> <p>11 for arrivals, are the west runway, this existing center</p> <p>12 runway, and then the east runway. And so departures</p> <p>13 would primarily occur on the new runway and the east</p> <p>14 runway, which is a mixed-use runway. So that is the</p> <p>15 same assumption between both alternatives for runway</p> <p>16 use. Both alternative 1 and 2 were analyzed in the</p> <p>17 draft EA in the private -- previous version and again in</p> <p>18 the revised draft that was just published, and neither</p> <p>19 alternative resulted in significant impacts. So now</p> <p>20 going forward, alternative 2 is going to be referred to</p> <p>21 as the proposed action rather than alternative 1. All</p> <p>22 right. So the rest of this information, I will tell you</p> <p>23 for those who attended the previous presentation, is</p> <p>24 virtually the same. So you'll hear a lot of the same</p> <p>25 information. All right. So the roles and</p>

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**3 (9 - 12)**

<p>Page 9</p> <p>1 responsibilities in preparing the EA -- the FAA is the                  2 lead federal agency and they're ultimately responsible                  3 for compliance with the National Environmental Policy                  4 Act, and also the scope and content of the EA. FAA then                  5 also will issue a decision and -- on the EA, and the                  6 implementation of the project. The City of Charlotte is                  7 the airport sponsor and is responsible for preparing the                  8 EA, also in accordance with NEPA and all other                  9 regulations, and the city leads all the public outreach                  10 for the CAA too. And then Landrum &amp; Brown, which is the                  11 consultant, works under the direction of the City of                  12 Charlotte, and is preparing the EA also in accordance                  13 with NEPA. And then we lead the work of all                  14 sub-consultants that are on the project as well. So the                  15 purpose of an EA is to analyze and document potential                  16 environmental effects from a -- from a proposed action                  17 and also look at the alternatives, and then develop any                  18 mitigation measures that may be needed from those                  19 impacts. So this slide shows the EA process, which                  20 started from the conversion from the EIS to the EA, and                  21 then leads into the purpose and need, development of                  22 alternatives. We also look at the affected environment                  23 -- environmental impacts that were -- environmental                  24 impacts were analyzed for each alternative. And then we                  25 had a draft EA that was published on April 16th, and had</p>	<p>Page 11</p> <p>1 can see on the screen. And each provides a combination                  2 of single taxi lanes, which is the red line on the                  3 diagram, and dual taxi lanes, which is the green line on                  4 the diagram. The dual parallel taxi lanes provide the                  5 ability for aircraft to operate in opposite directions                  6 at the same time. Single taxi lanes, which is the red                  7 area -- the red line, only have one bidirectional flow                  8 so that only one aircraft can be moving in one direction                  9 at a time. This results in major ramp congestion,                  10 especially in the areas of concourse D and E where the                  11 single taxi lane is. These two concourses have 55 gates                  12 together, which is approximately half the gate capacity                  13 at the airport. So this leads to high traffic volumes                  14 on that single taxi lane. And additionally, concourse E                  15 is the regional jet concourse. And as a result,                  16 aircrafts have more turns per day, which means that                  17 there are more operations per gate per day than any                  18 other concourse, which also adds to the congestion. All                  19 right. The second need for the project is addressing                  20 insufficient runway capacity to meet future demand at                  21 acceptable levels of delay. An acceptable level of                  22 delay for this project was defined as an all-weather                  23 average of seven minutes of runway delay per operation.                  24 We conducted airfield simulations to understand the                  25 level of runway delays that are currently occurring at</p>
<p>Page 10</p> <p>1 a 45-day public comment period. We also held virtual                  2 public workshops back in May on the 17th and 18th, and                  3 also a hearing on that draft EA. We are now in -- we                  4 issued a revised draft document which was published on                  5 October 8th. So this is a new public workshop and                  6 public comment period and hearing that we will have. And                  7 then after that 45-day period, we'll lead into the final                  8 EA. All right. Moving on to the purpose and need,                  9 there are two needs that the airport is addressing with                  10 this project. The first is insufficient gate capacity                  11 and ramp congestion. A gating analysis was completed on                  12 the FAA approved forecast, and the results you see on                  13 the screen in the table. A total of 140 gates would be                  14 needed in 2028, and 150 would be needed in 2033. If no                  15 additional gates are constructed in the future, aircraft                  16 would have to hold on the airfield after landing to wait                  17 for an available gate. And having that occur results in                  18 increased congestion on the pavement surrounding the                  19 terminal. And these excessive wait times during peak                  20 periods, they -- that affects -- greatly affects an                  21 airline's schedule integrity, and could ultimately lead                  22 to passengers missing connections. And complicating the                  23 gate shortage is also the ramp movement area, which is                  24 the pavement that surrounds the terminal complex. There                  25 are five concourses at Charlotte: A, B, C, D, and E, you</p>	<p>Page 12</p> <p>1 Charlotte. And what the simulation showed is that the                  2 number of aircraft operations that can be processed by                  3 the runway, which is the throughput, increases by 13                  4 percent between 2016 and 2028, whereas the all-weather                  5 average delays increased by 21 percent. So these                  6 changes in throughput and delay demonstrate that the                  7 runway system has the ability to achieve greater                  8 throughput beyond that 2016 operation level, but it does                  9 so at rapidly increasing delays. And as a result, it's                  10 reasonable to conclude that the Charlotte runway system                  11 was approaching capacity in 2016. Now, when you look at                  12 2028 and 20 -- between 2028 and 2033, the throughpe --                  13 throughput increases to only 4 percent -- by only 4                  14 percent, but the delay increases at a much rapid -- much                  15 more rapid pace at 24 percent. So this relationship                  16 shows us that the throughput -- between throughput and                  17 delay, that the runway system reaches capacity around                  18 2028. So based on the previous set of needs that we                  19 just looked at, the airport developed a set of project                  20 elements that -- to address those needs. These elements                  21 are collectively referred to as the proposed action.                  22 The proposed action, which is now alternative 2,                  23 includes a 10,000-foot runway, which you see on the                  24 diagram in purple, as well as north and south, and                  25 around taxiways. As previously mentioned, the</p>

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**4 (13 - 16)**

<p style="text-align: right;">Page 13</p> <p>1 difference between the two alternatives is really the                  2 shift in the runway to the east by 100 feet. As part of                  3 that, West Boulevard would require relocation using                  4 Byrum and Pile -- Piney Top. And then the other                  5 elements are the concourse elements, which is expansion                  6 of concourses B and C, expanding the ramp to the south                  7 to create east-west corridors, which allows for more                  8 efficient movement of aircraft. And then it also                  9 includes closure of runway 05/23, and then dual taxi                  10 lanes around the entire terminal area. So when looking                  11 at alternatives, the Council on Environmental Quality                  12 requires that an EA explore and consider all reasonable                  13 and feasible alternatives to a proposed action that also                  14 meet the purpose and need and could do so possibly with                  15 a lesser environmental impact. So as a result, the EA                  16 looked at a -- a thorough and objective assessment of                  17 alternatives. This analysis was posted in a virtual                  18 presentation on -- back in December of 2020 to the                  19 project website. And in that presentation it describes                  20 each of the alternatives, which you'll also see in this                  21 presentation, that were carried forward in the EA for                  22 potential environmental impacts. The Council on                  23 Environmental Quality also requires that the no action                  24 alternative be carried forward in an EA, even though we                  25 know it does not meet the purpose and need of the</p>	<p style="text-align: right;">Page 15</p> <p>1 right. So describing -- go through each of these                  2 alternatives that were looked at. So alternative 1                  3 included a new runway in the midfield and it also                  4 included the north and south end around taxiways. The                  5 runway, as I mentioned, would be 3,100 feet to the east                  6 of the west runway and 1,200 feet to the west of the                  7 center runway. This alternative also includes                  8 expansions of concourses B and C, the cross-field                  9 taxiway corridors with the ramp expansion to the south                  10 and closure of Runway 05/23 and the dual taxi lanes all                  11 around the terminal area. This new runway is assumed to                  12 be primarily used for departures. Therefore, it's a                  13 10,000-foot runway, and that's based on the capacity                  14 analysis that described the need for three simultaneous                  15 arrival runways. So based on that information, as I                  16 previously mentioned, arrivals would land on the west                  17 runway, the existing center runway, and the east runway,                  18 and departures would primarily occur on the new runway,                  19 and also the east runway. Alternative 2, which is the                  20 new proposed action, is very similar to alternative 1.                  21 The big difference is really the location of the new                  22 runway which is shifted 100 feet to the east. This                  23 runway is also assumed to be primarily a departure                  24 runway. Therefore, it's 10,000 feet long. So the                  25 runway use would be virtually the same as what</p>
<p style="text-align: right;">Page 14</p> <p>1 project. And the reason really is that no action is                  2 used as the basis of comparison. Back to each alt --                  3 you compare each alternative back to the no action to                  4 understand the level of impact from each alternative.                  5 The no action alternative for this EA -- for this EA                  6 includes airport infrastructure that is out there today                  7 with except -- the exception of -- there's additional                  8 independent improvement projects that are currently in                  9 design or under construction. These projects are                  10 circled in orange on the slide, and each of those have                  11 undergone their own independent NEPA documentation and                  12 approval process. These projects include Concourse A                  13 Phase II pier and then the ramp expansion. So that's on                  14 the north side of Concourse A -- the existing Concourse                  15 A. There's also the north end around taxiway on                  16 the existing center runway. There's hold pads that are                  17 located out in the west midfield, a de-ice pad on the                  18 south airfield, and also a cross-field taxiway. And the                  19 no action scenario operations are assumed to continue to                  20 increase at the same levels that are forecasted for all                  21 the other alternatives. And the airport would just                  22 continue to experience increases in delay with just our                  23 -- the existing runways that are in place. And they                  24 would also experience continued congestion in the                  25 terminal area and a shortage of the aircraft gates. All</p>	<p style="text-align: right;">Page 16</p> <p>1 alternative 1 had, arrivals on the west runway, the                  2 center existing center runway and the east runway, and                  3 departures would primarily occur on the new runway and                  4 the east runway. All right. Alternative 3 also                  5 includes a new runway in the midfield. However, this                  6 one is located 3,400 feet to the east of the west                  7 runway, and the separation between the existing center                  8 runway and the new runway would be 900 feet. This new                  9 runway -- the runway in this alternative is only 8,900                  10 feet long, and that is because it was assumed to be                  11 primarily used for departures -- I mean, for arrivals,                  12 sorry, primarily used for arrivals. So the runway use                  13 in this alternative assumes this would be -- the west                  14 runway would be an arrival runway, the new runway would                  15 be the arrival runway, and the east runway would also be                  16 the arrival runway. And departures would occur on                  17 existing center and the east runway. All right, moving                  18 on to the environmental impact analysis. Each of these                  19 three alternatives were evaluated for their potential                  20 impact on 18 resource categories, which you see here                  21 listed on this slide. The next section on this                  22 presentation will review the potential environmental                  23 impacts for the categories you see in bold. All of the                  24 other remaining categories were fully analyzed in the                  25 revised draft EA, which you can find online. And if</p>

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<p style="text-align: right;">Page 17</p> <p>1 you, you know, need any information, that is the place          2 to go for any of those categories. So in this          3 presentation, we're going to concentrate on the          4 Department of Transportation Act, section 4(F) impacts          5 historic, archaeological, cultural -- archaeological and          6 cultural resources, and noise and noise-compatible land          7 use, and then also water resources, which includes          8 wetlands, floodplains, surface water, groundwater, and          9 wild and scenic rivers. All right. We'll start with          10 historic, architectural, archaeological, and cultural          11 resources. The National Historic Preservation Act is          12 the primary law governing the preservation of historic          13 and prehistoric resources. Section 106 of that act          14 requires that the FAA determine the potential effects of          15 undertakings, or what we call the proposed action. This          16 study area that you see on the screen is -- identified          17 in purple, is called the area of potential effect and is          18 what is required when you do section 106 analysis. This          19 boundary was identified to include all areas that could          20 be physically impacted by the project, but also includes          21 areas that could be visually -- or impacted by noise.          22 There are two historic resources that are located within          23 that purple boundary. The first one is the          24 W.P.A./Douglas Airport Hangar, which is identified as          25 the number one. It's on the northeast side of the</p>	<p style="text-align: right;">Page 19</p> <p>1 in purple, and that is our study area. As previously          2 described, there are two historic properties located          3 within this boundary, the W.P.A. Hangar and also the old          4 terminal building. Those are both considered section          5 4(F) resources. There are no other 4(F) resources          6 within this purple boundary. So when discussing section          7 4(F) impacts, there are two types that you look at. The          8 first is a physical use, and the second is a          9 constructive use. And a physical use would occur when          10 the action involves actual physical taking of the          11 property. A constructive use would occur when impacts          12 on the property are so severe that the activities,          13 features, or attributes that qualify the property for          14 4(F) are substantially impaired. So implementation of          15 all the alternatives was determined to have a physical          16 use on the old terminal building as it's going to be          17 removed. The W.P.A./Douglas Airport Hangar was          18 determined it would not have a physical or constructive          19 use with the implementation of any of the alternatives.          20 So as previously described, to mitigate that impact, the          21 FAA and North Carolina Historic Preservation Office have          22 entered into a memorandum of agreement to address that.          23 All right. Moving onto noise and noise-compatible land          24 use. So a significant impact would occur if an action          25 or an alternative would increase noise by a 1.5 decibel</p>
<p style="text-align: right;">Page 18</p> <p>1 boundary. It's right below the purple line on the          2 northeast side. And the other is the old terminal          3 building, which is identified as the number two in the          4 midfield on the east side near the GA area. Both of          5 these properties were determined to be eligible for --          6 eligible for listing on the National Register of          7 Historic Places. Our impact analysis that we completed          8 as part of the EA determined that the W.P.A./Douglas          9 Airport Hangar, would have no adverse effect. It would          10 not be impacted by -- physically, by noise, or visually          11 by this project. The old terminal building, however,          12 was determined that it would have a direct adverse          13 effect as it would be required to be removed with the          14 implementation of the proposed action and alternatives 1          15 and 3. So as a result of that, the FAA and the North          16 Carolina Historic Preservation Office [sic] have entered          17 into a memorandum of agreement to address the impact and          18 to mitigate the effect. All right. The next category          19 is the US Department of Transportation, section 4(F).          20 These are resources which are publicly protected. They          21 include publicly owned parks, recreation areas, wildlife          22 and waterfowl refuges, and historic sites of national,          23 local, or st -- state significance. So for the 4(F)          24 resources in this study, we use the same area that was          25 used in the historic analysis. So you can see that area</p>	<p style="text-align: right;">Page 20</p> <p>1 or more over -- for a noise-sensitive of the area within          2 the 65 DNL or more. So for example, if a noise-          3 sensitive facility had an increase from 65-and-a-half          4 DNL to 67 DNL based on FAA regulations, that would be          5 considered a significant impact. And that would go the          6 same if it was 63-and-a-half to 65. So that would also          7 constitute a significant impact. Now, just because a          8 noise sensitive facility is located within a 65 DNL          9 noise contour does not me -- necessarily mean it's          10 significantly impacted. It would have to also be within          11 1.5 dB increase area. So the FAA requires that we use          12 an -- a model called ADT to determine what the noise          13 contours are for the no-action and also for each of the          14 alternatives. So on the screen what you see are the          15 noise contours for alternative 1. The no-action is in          16 black, and the alternative 1 noise contour is in the          17 blue line. And the 1.5 dB increase area is shown in the          18 green hatched in -- next to the new runway is where you          19 see it. That area, the 1.5 dB increase area, remains          20 completely over compatible land use. And therefore,          21 there are no significant impacts with alternative 1 and          22 no mitigation would be required. Within the 65 DNL of          23 the alternative 1 noise contour, there is 21 less          24 residential units than what was in the no-action.          25 There's also one less school, there's one more church,</p>

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6 (21 - 24)

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1 and one more daycare facility. All right. This next  
 2 slide shows alternative 2. Again, same type of analysis  
 3 that was completed. The no-action is in the black  
 4 hatched line and the alternative 2 noise -- 65 DNL noise  
 5 contour, is in the blue line. And again, you see the  
 6 green hatched area it's -- is the 1.5 dB increase area.  
 7 Again, that area falls entirely over compatible land  
 8 use. And therefore, there are no significant impacts  
 9 with alternative 2. There would, however, be less -- 17  
 10 less residential units with this alternative when you  
 11 compare it back to the no-action. There's also one less  
 12 school, one more -- one more church, and one more  
 13 daycare facility. All right. And the last alternative,  
 14 alternative 3, same analysis. You see the no-action in  
 15 black, the alternative 3 contour in blue, and you also  
 16 see the 1.5 dB green hatched area, which extends off of  
 17 the airport property south over residential and --  
 18 residential areas. And as a result, there would be a  
 19 significant impact with alternative 3. In this  
 20 alternative, there would be an increase of four  
 21 residential units, one less school, one more church, and  
 22 one more daycare facility when you compare it back to  
 23 the no-action. Right. This next slide is a zoom in of  
 24 that green hatched area that you saw in the previous  
 25 slide. In this green hatched area is the significant

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1 impact area. And within there, there would be 20  
 2 housing units. Approximately 50 people are located  
 3 within that area. Of those 20 housing units, 16 have  
 4 been previously sound insulated. So if this alternative  
 5 was -- was chosen to be implemented, mitigation would be  
 6 required for the four remaining houses. All right. Our  
 7 last category that we're going to look at is water  
 8 resources. And this slide shows the impact analysis for  
 9 all three alternatives. Again, this includes wetlands,  
 10 floodplain, surface water, and groundwater. You can see  
 11 the study area that is defined on the slide. It's in  
 12 that yellow-orange color. And this is the area where  
 13 there would be physical impacts that could potentially  
 14 impact those water resources. The construction of all  
 15 three alternatives would result in impacts to  
 16 approximately five acres of wetlands and 8,150 linear  
 17 feet of streams. Those impacts would require an  
 18 individual permit from the Army Corps of Engineer, and  
 19 they would also require mitigation through the purchase  
 20 of stream and wetland credits from the Charlotte-  
 21 Mecklenburg Storm Water Services umbrella stream and  
 22 wetland mitigation. There are also 13 acres of 100-year  
 23 floodplain that would require coordination with FEMA and  
 24 remapping of the floodplains. And that's located on the  
 25 south, just to the east of the new runway there. There's

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1 also additional 211 acres of new impervious surface from  
 2 the new ramp expansion and the runway. This increase in  
 3 impervious surfaces would be accommodated through the  
 4 Airport's existing stormwater system. And then lastly,  
 5 there's two wells that are located just south of  
 6 concourse B there. Those would need to be abandoned and  
 7 they would be done so in accordance with any federal,  
 8 state, or local requirements. So in summary,  
 9 alternative 1 and alternative 2, which is now the  
 10 proposed action, would have no significant impacts from  
 11 -- on any of these environmental impact categories.  
 12 However, alternative 3 would have potential the -- it  
 13 would have impacts on residential units from noise. As  
 14 everyone knows, we're still experiencing COVID. The  
 15 pandemic is still in effect here. We're still dealing  
 16 with all the ramifications of what's going on. However,  
 17 the industry has always bounced back from every other  
 18 major incident that has occurred. When we looked at FAA  
 19 TAF forecasts, they predict -- that's the FAA forecast,  
 20 the Terminal Area Forecast. They predict that  
 21 operations return to 2019 levels around the year 2024  
 22 for the entire -- they're just generalizing the entire  
 23 US. However, what we're seeing at Charlotte at the --  
 24 are that operations are only down about 5 percent from  
 25 September of 2021 to when you compare it back to

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1 September of 2019. So they're tracking very closely to  
 2 September or -- to 2019 operation levels and passengers.  
 3 All right. So if you have any questions, please submit  
 4 them now on -- in the Q&A button at the bottom of the  
 5 screen. However, if you would like to submit a written  
 6 comment to be considered formally in the record, you can  
 7 do so by submitting it to the e-mail that you see on the  
 8 screen. You can also submit it through the US Postal  
 9 Service at the address you see there, 4445 Lake Forest  
 10 Drive. And those all must be submitted by November 22nd  
 11 in order to be included in the official record. Once  
 12 those comments are received, they'll be reviewed, and  
 13 the comments will be responded to in the final. I just  
 14 want to make sure everyone's aware that the comments we  
 15 received on the draft EA were included -- the responses  
 16 to those were included in the most recently published  
 17 revised draft EA. So we'll do this similar type of  
 18 responses for any comments received on this draft.  
 19 Following that, then FAA issues federal decision on the  
 20 project. So with that, that is the end of our  
 21 presentation. We are now going to switch to the Q&A  
 22 session. And if you just give me one second, I can look  
 23 over here at the questions that were asked. All right,  
 24 so the first question is, "Why are there no landings on  
 25 Runway 36 left?" So 36 left is the most east runway.

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7 (25 - 28)

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1 Let's just go back, Kevin, to diagram just so everyone  
2 can see. Go back. Yeah, keep going. Like, the  
3 alternatives would be good. Okay. So 36 left is the  
4 westernmost parallel runway here, and that is an arrival  
5 runway. That is only used for departures probably in an  
6 emergency and very, very, very few departures would ever  
7 occur on that runway. It's almost entirely used by  
8 arrivals. So maybe I misspoke when I was explaining one  
9 of the slides, but that western runway is an arrival  
10 runway. And that continues throughout all of the  
11 alternatives, and that's the assumption that we used.  
12 Okay. So the next question is, "Is there a cap on how  
13 many flights will throughput?" There is no cap. That  
14 is not something that Charlotte does, or the FAA does at  
15 Charlotte. And in the future, that is not assumed to  
16 also occur. That was not part of our assumptions. Jack,  
17 I don't know if you want to add anything to that?  
18 MR. CHRISTINE: I don't have anything to add.  
19 That's correct, Sarah.  
20 MS. POTTER: Okay.  
21 MR. CHRISTINE: The airport has to be -- as a  
22 public infrastructure, has to be available for any and  
23 all activity based on the requirements of the FAA.  
24 MS. POTTER: All right. Okay. So the  
25 question -- I guess I didn't answer the question. "Why

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1 are there no landings on 36? Why just for arrivals on  
2 36 left and no departures?" Well, part of that has to  
3 do with the runway lengths. So the runway is a 9,000-  
4 foot runway -- that western way is a 9,000-foot runway.  
5 It also has a very long taxi time, and it would require  
6 aircrafts to cross multiple runways to get to the west  
7 runway. So operationally, it's not efficient to use  
8 that runway as a departure. It's mainly an arrival  
9 runway. I will say, air traffic ultimately dictates how  
10 they like to operate the airfield. We had many meetings  
11 with air traffic officials during this project and never  
12 once did they want to use the west runway for departures  
13 due to operational -- it's just not efficient. Okay.  
14 Next question. "Is the new runway extend over west,  
15 would Byrum Drive be widened? Also, would it be  
16 possible to have west go through a tunnel under the  
17 runway instead?" That roadway -- to go through -- to  
18 construct a tunnel is not cost-efficient. I know that  
19 that was considered briefly. It's extremely expensive.  
20 Ultimately, that road is going to be replaced in the  
21 future by the western parkway. So this, right now, will  
22 alleviate the issue of -- of needing to relocate that  
23 roadway due to this runway. But ultimately, western  
24 parkway is going to replace that entire corridor. So  
25 parts of Byrum may need to be widened slightly. However,

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1 that would be -- need to be, you know, looked at in the  
2 actual design -- the final design, and we're not quite  
3 there yet. Okay. Last question I see is, "What was the  
4 rationale for decreasing the runway length from 12,000  
5 feet to 10,000 feet?" So in the EIS origin -- the  
6 original proposed action was 12,000 feet. That -- that  
7 length was based on an analysis that was based on  
8 forecasts that were completed back in probably 2016  
9 timeframe, maybe a little earlier. Since that time, the  
10 forecasts of operations have been updated. And through  
11 that update, they looked at what the fleet mix would  
12 look like. So what type of aircraft would fly at the  
13 airport? And based on looking at the fleet and the type  
14 of aircraft, it was determined that -- it -- what's  
15 called the critical aircraft, which is the aircraft you  
16 looked at to determine what the runway length should be  
17 -- and this is all based on FAA guidance that you're  
18 supposed to follow -- that critical aircraft only needed  
19 10,000 feet. So at that point, 12,000 feet could not be  
20 justified, and the runway length was reduced to 12 -- to  
21 10,000 feet. Okay. Next question. "Is there a  
22 correlation between the length of runway and noise  
23 levels?" Sometimes, sometimes not. There's many  
24 factors that go into noise levels. Those have to do  
25 with the runway length, so the threshold on the runway

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1 where the aircraft starts its takeoff and where it  
2 actually lands. It also has to do with the type of  
3 aircraft that are using that runway. It has to do with  
4 the number of operations on that runway, and it also has  
5 to do with flight tracks. So there's no one factor that  
6 ultimately determines the noise contour at an airport.  
7 It's -- all of those factors are inputted into the noise  
8 model, and that is how the noise contours are  
9 determined. Okay. I think I have gone through all of  
10 these. If anybody has any additional ones, we can  
11 standby until -- and give a few minutes to see if there  
12 are any additional questions. Otherwise, what we're  
13 going to do is take an intermission until 3:30, and that  
14 is when the public hearing will start. And the public  
15 hearing is an opportunity for everyone to orally submit  
16 their formal comments. Just so everybody's aware, there  
17 will be no responses given during that public hearing.  
18 It is just a way for you to orally give your comment,  
19 and then we'll have a court reporter who will transcribe  
20 everything and will make sure to have those in the  
21 official record. But there will be no formal question  
22 and answers during that -- during that time. All right.  
23 So I don't see any additional questions. So we will go  
24 into our intermission and then you can remain on this  
25 line. This is the same link and line that will have the



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**8 (29 - 32)**

<p style="text-align: right;">Page 29</p> <p>1 public hearing, so you don't need to log off or log back          2 on. You can just hang on. And then at 3:30, we'll be          3 back and start the public hearing.          4 (OFF THE RECORD)          5 MS. POTTER: We had a -- another question          6 submitted. Someone asked, "Could you tell us what the          7 Western Parkway will be?" So the Charlotte Regional          8 Transportation Planning Organization has adopted the          9 2045 Metropolitan Transportation Plan, and that plan          10 identifies various improvements to the -- to West          11 Boulevard, as well as a new four-lane road called --          12 what is called as Western Parkway. It connects Billy          13 Graham and all -- and Steele Creek Road or North          14 Carolina 160. And they're looking to target that around          15 2045. All of that information -- you can look on the          16 website. The Regional Transportation Planning          17 Organization has that all on their website if you want          18 more details. All right. Someone asked if there's          19 departures on 18 right. I don't have information in          20 front of me. But as I mentioned, departures do not          21 occur on 18 right unless there is an extenuating          22 circumstance. So I can't give exact numbers. If they          23 did occur or not occur, I don't have that information.          24 MR. PROCTOR: Hello and welcome to the public          25 hearing for the Charlotte Douglass International</p>	<p style="text-align: right;">Page 31</p> <p>1 City of Charlotte has to change its proposed action from          2 alternative 1 to alternative 2. When it is your turn to          3 speak, your name will be called, and you will be able to          4 unmute yourself. To ensure that all who would like to          5 provide oral comment have the opportunity, everyone will          6 have three minutes to speak. To be fair to everyone, we          7 are not going to allow people to transfer their allotted          8 time to someone else. I ask that when you speak, you          9 give us your name for the record. If you need more than          10 three minutes to provide your comments, we ask that you          11 provide your comment in writing and submit them to the          12 project e-mail or mailing address. Remember that the          13 deadline to submit comments is November 22, 2021. This          14 hearing is scheduled until 4:00 p.m. We'll stay here          15 for as long as necessary for everyone to get a chance to          16 provide verbal comments on the revised draft EA. As I          17 said earlier, our job here today is to listen to your          18 comments. Before including your name, address, and          19 telephone number, e-mail, or other personal identifying          20 information in your comment, be advised that your entire          21 comment, including your personal identifying          22 information, may be made publicly available at any time.          23 While you can ask in your comment to withhold from          24 public review your personal identifying information, we          25 cannot guarantee that we will be able to do so. Before</p>
<p style="text-align: right;">Page 30</p> <p>1 Airport's revised draft Capacity Enhancements Project          2 Environmental Assessment, or EA. My name is David          3 Proctor, and I'm the public hearing officer for this          4 hearing. The purpose of today's hearing is to collect          5 verbal comments for the general public concerning the          6 adequacy of the information disclosed in the revised          7 draft EA on the proposed capacity enhancements project          8 at CLT. If you have not yet signed up to speak in this          9 public hearing but would like to, submit your name in          10 the QA comment box at the bottom of your screen stating          11 that you would like to do so. In doing this, your name          12 will be added to the list. I would like to take this          13 opportunity to make sure that everyone understands that          14 no decision will be made today regarding the proposed          15 project. Today's hearing is not a question-and-answer          16 type of forum. Our job is to listen to what you have to          17 say about the adequacy of the information in the revised          18 draft EA. In other words, it's your turn to speak to          19 us. Since we are here to listen, we are not going to          20 respond to questions about the pros and cons of the          21 proposed project. Since 2:30 p.m. this afternoon, we          22 have held a public meeting for anyone to ask questions          23 about the environmental process and the various          24 components of the pro -- of the proposed project. Since          25 the publication of the draft EA on April 16, 2021, the</p>	<p style="text-align: right;">Page 32</p> <p>1 we begin, I would also like to remind everyone that this          2 hearing is being recorded and a transcript of this          3 hearing will be included in the official record for this          4 project. Now, with that being said, we will move on to          5 our pre-registered speakers. As a reminder, you will          6 have three minutes to speak. There will be a timer on          7 the screen for your reference, and we ask that you keep          8 your remarks within that time period. I will provide a          9 notice if you go beyond the time limit, and give you a          10 few more moments to finish your remarks. We will then          11 mute you and move to the next speaker. Okay. And our          12 list here. First on the list we had Linda Frey          13 (phonetic) listed, but we are seeing that she may not be          14 available. So we're going to move on next to -- the          15 next person on our list, which is John Crosby, which --          16 and will be followed by Wendy Burkhard. So John Crosby,          17 we are going to grant you the ability to unmute          18 yourself. You may have to unmute yourself as well on          19 your end to begin speaking.          20 <b>MR. CROSBY:</b> Yeah. This is John Crosby.          21 Greetings. My name is John Crosby, and I live in the          22 Pine Island community, which is located 4.76 miles north          23 of the airfield. We experienced noise from both          24 departing and arriving aircraft, which is one of the          25 reasons that I joined the Airport Community Roundtable a</p>

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9 (33 - 36)

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1 few years ago to help mitigate noise pollution from the  
 2 airport operations. There are some really good people  
 3 that have contributed their time and expertise with the  
 4 Airport Community Roundtable in an attempt to provide  
 5 positive recommendations to the FAA, which would  
 6 decrease noise pollution from the airport, improve our  
 7 neighborhoods and quality of life. It goes without  
 8 saying that our concern is there will be increased noise  
 9 north and south of the airport due to the additional  
 10 fourth parallel runway. Obviously, the necessity for  
 11 the fourth parallel is based upon the increase in both  
 12 passenger and cargo. The construction of the existing  
 13 rail terminal located east of 18 center -- 36 center is  
 14 the indicator that the air cargo traffic will increase  
 15 substantially. Some questions -- since we're not doing  
 16 question-and-answer but, I'll still throw them out  
 17 there. I've already asked this one time, but what was  
 18 the rationale for decreasing the new runway length from  
 19 12 to 10,000 feet? And I do believe there is a  
 20 correlation between the length of a runway and safe  
 21 operations. I do believe that there is a correlation  
 22 between the length of a runway and the noise levels that  
 23 can -- provided by aircraft on departure and arrival. If  
 24 a runway length is extended, can aircraft land further  
 25 down the runway? For example, if a runway is extended

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1 from 7,500 to 12,000 feet, would it be possible for  
 2 aircraft to land further down the runway? Seems like  
 3 common sense that would put -- that would be possible,  
 4 and if implemented the Glasgow altitude of arriving  
 5 aircraft could be raised. What I'm trying to say is,  
 6 building a runway 12,000 feet in length would greatly  
 7 mitigate noise pollution and -- on both departures and  
 8 arrivals. If the FAA and the City of Charlotte choose  
 9 to set the precedence, then I believe this should be  
 10 considered regardless of who is responsible for the EIS  
 11 or EA. Why can we not have a 12,000-foot-long runway?  
 12 Additionally, if the questions I have raised are  
 13 possible, why can we not increase in length of other  
 14 three existing runways to 12,000 feet or 10,000 feet?  
 15 My experience with the ACR was an eye opener. When  
 16 you're talking about and providing possible noise  
 17 mitigation proposals around an airport as busy as  
 18 Charlotte, several factors become apparent. First,  
 19 safety is top of the list with FAA and ATC. Mitigating  
 20 noise actually is not possible. Aircraft make noise  
 21 when they're going to land and depart to Charlotte. It  
 22 boils down to maximizing the population that is not  
 23 exposed to the noise pollution. Spreading out the noise  
 24 seems to be the best message but -- method but we  
 25 continue to seek alternative methods. And I -- I guess

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1 I'll just put the rest in writing, but I appreciate your  
 2 time. Thank you.  
 3 MR. PROCTOR: Thank you very much for your  
 4 comments, Mr. Crosby. And if you do have more comment  
 5 or things to follow-up on, we may be able to come back  
 6 to you if there is additional time after everyone else  
 7 has spoken. You can just let us know in the Q&A  
 8 section. So we will move on to Wendy Burkhard and then  
 9 next would be Kurt Wiesenberger. Wendy Burkhard, we are  
 10 going to grant you the ability to unmute yourself and  
 11 you may have to unmute yourself on your end as well.  
 12 MS. BURKHARD: Can you hear me?  
 13 MR. PROCTOR: Yes. We can --  
 14 MS. BURKHARD: Hello?  
 15 MR. PROCTOR: -- we can hear you. Hello.  
 16 MS. BURKHARD: I live in Fort Mill, South  
 17 Carolina near I-77 in Carowinds. I'm the sole York  
 18 County representative on the ACR Roundtable. There are  
 19 many residential neighborhoods, three public schools,  
 20 eight churches, several parks, and eight daycares ten  
 21 miles from the airport directly under the rails of  
 22 arrivals from the south. Due to northern prevailing  
 23 winds plus Charlotte air traffic control's strong  
 24 preference for northern-flow landings during low wind  
 25 and crossed wind scenarios, almost two-thirds of all

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1 flights arriving at Charlotte Douglas Airport now pass  
 2 at a low altitude over York County communities.  
 3 Furthermore, because 36 left is not use for takeoffs,  
 4 which I tried to get you-all to explain, York County  
 5 residents like me who live directly south of 36 left  
 6 experience a full 50 percent of all incoming landings  
 7 directly overhead at less than 3,000 feet when Northern  
 8 flow was in effect. That means that fully one-third of  
 9 all coming flight -- incoming flights in a year now pass  
 10 at a low altitude over residents south of 36 left. In  
 11 one month, this past August, residents in my community  
 12 experienced approximately 6,100 flights at an average  
 13 altitude of 2,400 feet, often less than 30 seconds apart  
 14 with no actual gap in noise between successive planes.  
 15 This is not a fair allocation of noise burden for the  
 16 airport's operation. Because the FAA's next generation  
 17 system, which allows planes to approach at closer  
 18 intervals, low altitude, and a very narrow well-defined  
 19 corridor, those of us within that corridor can no longer  
 20 enjoy being outside. We can hear the noise continually  
 21 inside our homes. The health effects associated with  
 22 exposure to noise -- to airplane noise and fuel  
 23 emissions are clearly documented, and research is  
 24 ongoing and incomplete. The environmental impacts are  
 25 equally as bad. We have not addressed the problems that

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10 (37 - 40)

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Page 39  
2.9  
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1 we have with our current air traffic, and now you're  
 2 projecting that we're going to jump from 398,000 annual  
 3 flights to 745,000 flights, with the addition of a  
 4 fourth runway? You're also proposing to locate the  
 5 fourth runway between 36 left and 36 center, which  
 6 threatens to further concentrate air traffic within the  
 7 existing corridors and drive noise levels for those of  
 8 us under the rails even higher with York County bearing  
 9 the brunt. We are strongly opposed to the addition of a  
 10 fourth runway between runways 36 left and 36 center, and  
 11 we plead for changes to help the current noise and air  
 12 pollution problems that we're living with now.  
 13 Additional traffic flow needs to be dispersed so that  
 14 the noise is not concentrated on an unlucky few. Use of  
 15 the current 36 left runway strictly for landings harms  
 16 York County residents. Not all efficiency gains are  
 17 worth the cost. Our congress pointed out in their  
 18 December 20, 2019 letter to the FAA, "The FAA boasts  
 19 profits for airlines, shipping companies, and other  
 20 industry stakeholders." But the burdens of noise,  
 21 health risk, and declining property value falls on the  
 22 backs of hardworking Americans. The FAA has a duty to  
 23 protect residents from these noise impacts, and it's  
 24 time the FAA take this duty seriously. Thank you.  
 25 MR. PROCTOR: Okay. Thank you very much,

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1 and as the FAA's neighborhood environmental study  
 2 recently concluded, airplane noise is a far greater  
 3 annoyance than ever considered previously. For these  
 4 reasons, and I'll just keep my comments short, I really  
 5 think the city needs to think hard about adding to this  
 6 problem at this time until there are some practical  
 7 solutions to the current three runways that operate in  
 8 Charlotte and the high volume of flights going in and  
 9 out. I, particularly, live about eight miles north of  
 10 the airport near the Mountain Island Lake community, and  
 11 we are exposed to lots of airplane noise on days called  
 12 south flow, where the wind originates from the south and  
 13 arrivals over our community eight miles away are  
 14 typically 3,000 feet or less in elevation. Decibel  
 15 levels are around 65 to 70 decibels and they occur every  
 16 two minutes and have a duration of at least 30 to 45  
 17 seconds. So it just -- it annoys the heck out of  
 18 people, and I don't think the city of Charlotte intends  
 19 to run itself this way and make people so unhappy for  
 20 the -- just the benefit of the economy. I certainly  
 21 wouldn't think the airport executives would like to have  
 22 a interstate highway next to their house or a truck  
 23 route in front of their driveway, but essentially that's  
 24 what we have in these neighborhoods. I wish we'd use  
 25 some more thought in this consideration. Thank you for

2.8

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1 Wendy Burkhard. We will now move on to Kurt  
 2 Wiesenberger to speak. Kurt Wiesenberger, we will  
 3 unmute you and you may have to unmute yourself on your  
 4 end as well.  
 5 MR. WIESENBERGER: Hello. Can you hear me?  
 6 MR. PROCTOR: Yes. We can hear you. Thank  
 7 you.  
 8 MR. WIESENBERGER: Hi. My name is Kurt  
 9 Wiesenberger. I'm the chairperson of the Airport  
 10 Community Roundtable at Charlotte. I've been with the  
 11 Roundtable about four years working in partnership with  
 12 the airport and the FAA, attempting to find practical  
 13 solutions to unwanted airplane noise over the city of  
 14 Charlotte. As John and Wendy very articulately  
 15 expressed, I am opposed to the addition of a fourth  
 16 runway in Charlotte for multiple reasons, many of which  
 17 are not future-oriented, but the problems that exists  
 18 currently. I believe strongly that while the airport is  
 19 a great revenue-generator for the city and employment  
 20 and lots of other economic benefits, it's doing  
 21 irreputable harm to the quality of life in Charlotte for  
 22 citizens, primarily on the north and south tracks  
 23 towards the runways. People are unhappy, real estate  
 24 prices are dropping in those communities, there are  
 25 instances of health effects that are well-documented,

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1 your time.  
 2 MR. PROCTOR: Okay. Thank you very much, Kurt  
 3 Wiesenberger. We will -- we had Scott Evans as a  
 4 speaker as well, and -- but I see that he's not  
 5 available at the moment. So going back to Linda Frey.  
 6 If Linda Frey is available we can take that person's  
 7 comments. But as of right now, I am seeing that we do  
 8 not have any additional speakers. Just to let everyone  
 9 know, if you just logged in and would like to comment,  
 10 you can put your name in the Q&A section on the screen  
 11 at the bottom, and you'll be entered into a queue to  
 12 speak. If you do choose to speak, we -- I will call  
 13 upon you to speak. So if you do have another comment,  
 14 please feel free to put your name in. And I also wanted  
 15 to remind everyone that you can always e-mail or mail  
 16 your comments to the e-mail address and the mailing  
 17 address listed on the presentation slide before you.  
 18 That CLTCapacityEA@landrum-brown.com or you can mail to  
 19 Sarah Potter at 4445 Lake Forest Drive, Suite 700,  
 20 Cincinnati, Ohio 45242. All comments should be sent or  
 21 postmarked by November 22, 2021. All right. It is now  
 22 3:50 with ten minutes left in the public hearing  
 23 portion. Would anyone else like to speak? If so, enter  
 24 your name and the Q&A comment box at the bottom of your  
 25 screen, and we'll put you on the list and call upon your

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1 name. Okay. And I'm seeing that Wendy Burkhard is  
 2 asking to speak. So we can grant you another three  
 3 minutes, Wendy Burkhard. So we're going to allow you to  
 4 unmute yourself. Again, you may have to unmute yourself  
 5 on your end as well.  
 6 MS. BURKHARD: Can you hear me?  
 7 MR. PROCTOR: Yes.  
 8 MS. BURKHARD: Okay. Just a few additional  
 9 comments. I strongly, strongly advise people who are  
 10 making these decisions to please come spend time -- I'm  
 11 not talking about a five-minute ride through these  
 12 neighborhoods. Please come down here. I'd be glad to  
 13 have people stay in my home. I'm serious. You need to  
 14 experience what we are dealing with. I can't even tell  
 15 you -- I mean, as a medical professional, I am having  
 16 such anxiety, as are people in my community. I have  
 17 lived in my home for 32 years. I love my home. I love  
 18 my neighborhood. When I'm outside trying to walk my dog  
 19 or walk my grandbabies in strollers, it's -- it just  
 20 feels dangerous. It's so loud you can't hear cars  
 21 coming near you sometimes. You can smell the exhaust  
 22 from these airplanes. On days when the wind isn't  
 23 really strong, it reeks of, like, diesel fuel. But it's  
 24 the nonstop -- especially where I am, where the planes  
 25 are coming less than 30 seconds. It's like there is an

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1 X drawn on top of my house in our neighborhood. And  
 2 it's not just planes lining up for 36 left. Those are  
 3 the ones directly over me and most of my houses -- my  
 4 neighbors right around me. But just at the -- like, ten  
 5 houses down, we can see them lining up for the other  
 6 runways. So we are getting just blasted here. And I  
 7 think because we're York, South Carolina -- we're not  
 8 North Carolina with all these people that are, you know,  
 9 reaching out for us. We have just been forgotten down  
 10 here. And we're getting 60 percent of the flights and -  
 11 - it used to be 50/50 where the planes went both ways.  
 12 That's not true anymore. You can watch it -- and when  
 13 the planes should be going the other direction, a lot of  
 14 times they're not. And I don't wish ill upon the people  
 15 in the north. I feel for them, too. We just need to  
 16 make this more equitable. And if there's anything that  
 17 can be done, we need to work on this problem before you  
 18 add another runway and increase in the traffic and bring  
 19 even more and more airplanes over our heads. I'm  
 20 telling you, people down here have had it. People don't  
 21 want to complain because they don't think they can do  
 22 anything. I'm begging people to please complain. But  
 23 they're like, it's just -- it's hopeless and we'll just  
 24 sell our homes, if they can. Others say, I can't do  
 25 anything about it. It's sad. It's very sad. Please,

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1 please come spend some time in these areas where we're  
 2 beaten -- we're just getting hammered with the airplane  
 3 noise. I beg of you, please. Thank you.  
 4 MR. PROCTOR: Thank you for your additional  
 5 comments. Okay. And it is now 3:55 with five minutes  
 6 left in the public hearing portion. Just making a call  
 7 for anyone who would like to speak. Please enter your  
 8 name into the Q&A submission box and we'll call on your  
 9 name. And making one other announcement, John Crosby, I  
 10 believe, who led off the conversation. If you had  
 11 additional comments -- now would be a good time to  
 12 submit your name in the Q&A, if you would like to make  
 13 additional comments. Okay. And with two more minutes  
 14 left, I am just going to make another call if there are  
 15 any other people that would like to speak or -- for John  
 16 Crosby, Kurt Wiesenberger, if you would like to make an  
 17 additional comment please let -- please enter your name  
 18 in the Q&A box and we will call upon you. Okay. It is  
 19 now 4:00 p.m. and there are no more speakers waiting to  
 20 be heard. Therefore, I am going to close the public  
 21 hearing. Thank you everyone for participating in the  
 22 public hearing for the Charlotte Douglass International  
 23 Airport's revised draft Capacity Enhancements Project  
 24 Environmental Assessment. Have a wonderful afternoon.  
 25 (DEPOSITION CONCLUDED AT 4:00 P.M.)

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1 CERTIFICATE OF REPORTER  
 2 STATE OF COLORADO  
 3  
 4 I do hereby certify that the meeting in the  
 5 foregoing transcript was taken on the date, and at the  
 6 time and place set out on the Title page here of by me;  
 7 and that the said matter was recorded stenographically  
 8 and mechanically by me and then reduced to type written  
 9 form under my direction, and constitutes a true record  
 10 of the transcript as taken, all to the best of my skill  
 11 and ability. I certify that I am not a relative or  
 12 employee of either counsel, and that I am in no way  
 13 interested financially, directly or indirectly, in this  
 14 action.  
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 22 TAYLOR VENEMAN,  
 23 COURT REPORTER/ NOTARY  
 24 MY COMMISSION EXPIRES ON: 11/19/2024  
 25 SUBMITTED ON: 11/16/2021

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**Transcript Errata Sheet For**

**Date:**

**Case Number:**

**Case Name:**

**Deponent:**

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\_\_\_\_\_

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## 4 Responses to Comments Received on the Revised Draft EA

This section responds to comments grouped into four categories: general; noise; water resources; and hazardous materials, solid waste, and pollution prevention. **Table 3** identifies each commenter and **Table 4** presents each comment, the commenter, and the Airport's response.



**TABLE 3, INDEX OF COMMENTS RECEIVED ON THE REVISED DRAFT EA**

NAME	ORGANIZATION	DATE	COMMENT NUMBER
<b>Public Comments Received Through Email</b>			
Pablo del Monte		10/8/2021	1.1
Peggy Schwartz		10/8/2021	1.1, 2.1
Albert Rhodes		10/8/2021	1.2
Lynn Zufferey		10/17/2021	1.1
Wendy Thompson		10/25/2021	1.1
Noel Baker		11/15/2021	2.2
Wil Neumann		11/17/2021	1.1
<b>Agency Comments Received Through Email</b>			
Rebekah Reid	USFWS	10/25/2021	1.3
Joseph Hudyncia	NCDA	10/11/2021	1.4
Jintao Wen	NC DPS EM	10/11/2021	3.1
Jeanne Stone	NC DOT	10/11/2021	1.4
N/A	NC DEQ MRO	11/5/2021	1.5
PW	NC DAQ	10/12/2021	1.6
AHP	NC DWR-WQROS	11/3/2021	3.2
JHW	DWR-PWS	10/11/2021	1.5
ZSK	DEMLR (LQ & SW)	10/11/2021	1.5
RHT	DWM UST	11/5/2021	1.5
Bonne S. Ware	NC DEQ DWM IHS	11/3/2021	4.1
Deb Aja	NC DEQ DWM SWS	11/4/2021	4.2, 4.3
Olivia Munzer	NCWRC	10/11/2021	1.5
Melodi Deaver	NC DEQ DWM HWS	10/11/2021	1.5
<b>Public Comments Received Verbally at the Public Hearings</b>			
John Crosby		11/8/2021	2.1, 2.3
Wendy Burkhard (1)		11/8/2021	2.4, 2.5, 2.1, 2.6, 2.5, 2.7
Kurt Wiesenberger		11/8/2021	2.8, 2.9, 2.10
Wendy Burkhard (2)		11/8/2021	2.5, 2.4, 2.10





**TABLE 4, RESPONSE TO COMMENTS RECEIVED ON THE REVISED DRAFT EA**

COMMENT #	COMMENT	COMMENTER	RESPONSE
1	<b>General</b>		
1.1	Request to subscribe to project contact database	del Monte, Schwartz, Zufferey, Thompson, Neumann	Noted. Your email address has been added to the project contact database.
1.2	This expansion has been planned for several years / concerned there is no forward planning / does not agree with the proposed runway location	Rhodes	<p>The City of Charlotte (Sponsor) completed an Airport Capacity Enhancement Plan (ACEP) and Master Plan Update in February 2016. The ACEP identified the need for runway and gate capacity and ramp space to accommodate existing and future demand. Fifteen runway alternatives were studied and ultimately a new runway in the midfield was recommended in the short-term and a new runway east of Runway 18L/36R was recommended in the long-term. Following the ACEP, the FAA published a Notice of Intent (NOI) on March 22, 2018 in the Federal Register to prepare an Environmental Impact Statement (EIS) in support of the Federal actions related to the proposed capacity enhancements at CLT, which included a 12,000-foot runway in the midfield to meet the short-term needs. During the preparation of the EIS, the FAA conducted a runway length analysis for the proposed 12,000-foot runway, and the analysis determined that only a 10,000-foot runway was required to meet the purpose and need. As a result, the proposed fourth parallel runway length was reduced to 10,000 feet.</p> <p>The initial alternatives considered in the Final EA were derived from the ACEP, public input from the EIS and EA process, and in accordance with FAA Order JO 7110.56Y, <i>Air Traffic Control</i>, and FAA Advisory Circular (AC) 150/5300-13A-Change 1, <i>Airport Design</i>. As discussed in Chapter 2, Alternatives, a range of alternatives were considered, including off-airport (such as non-construction alternatives), the No Action Alternative, and on-airport alternatives. The alternatives were developed to address one or both areas of need: (1) Insufficient terminal gate capacity and ramp congestion; (2) Insufficient runway capacity to meet future demand at acceptable levels of runway delay, as described in Chapter 1, <i>Purpose and Need</i>. For more information, see Appendix B, <i>Purpose and Need and Alternatives</i>.</p>





COMMENT #	COMMENT	COMMENTER	RESPONSE
1.3	Previous comments in May 6, 2021 letter are still valid	USFWS	Comment noted
1.4	No comment	USDA	Noted.
1.5	Identifies DEQ permits and/or approvals needed for the project to comply with North Carolina Law	NCDEQ MRO	Noted. As stated in Chapter 4, all DEQ permits and/or approvals needed for the project to comply with North Carolina Law will be obtained.
1.6	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. <a href="https://www.mecknc.gov/LUESA/Pages/Home.aspx">https://www.mecknc.gov/LUESA/Pages/Home.aspx</a> .	MCAQ	Comment noted
<b>2</b>	<b>Noise</b>		
2.1	Concerned of increase in noise from additional incoming flights	Schwartz, Crosby, Burkhard (1)	As presented in Section 1.3, aircraft operations are forecasted to increase annually through 2033, with or without the implementation of any of the alternatives analyzed in the EA. 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 commence a Part 150 Study Update to allow the Airport to consider a variety of strategies to reduce noise in surrounding communities.



COMMENT #	COMMENT	COMMENTER	RESPONSE
2.2	The airport is not justified in using my airspace to bring in thousands of arrivals shaking my house	Baker	The Air Commerce Act gives the government exclusive control over navigable airspace. Navigable airspace is defined as the air space needed for aircraft takeoff and landing and above the lowest altitude at which airplane flight is authorized (500 to 1,000 feet, depending on the area). Congress has charged the FAA to administer navigable airspace in the public interest as necessary to ensure the safety of aircraft and its efficient use. Furthermore, runway use at an airport is dictated by the FAA ATC at the Airport. ATC factors in safety, operational efficiency, the origin/destination city, wind direction, and weather conditions, when assigning a runway to an aircraft.



2.3	Longer runway = reduced noise	Crosby	<p>FAA AC 150/5325-4B, <i>Runway Length Requirements for Airport Design</i>, provides guidance to determine how much pavement is needed for a new runway at an Airport. Airport dimensional standards like runway length and width, separation standards (distances) between runways and taxiways, surface gradients, and similar dimensions are selected to be appropriate for the "critical aircraft" that will make "substantial use" of the airport in the planning period for improvements.</p> <p>The City of Charlotte completed an ACEP and Master Plan Update in February 2016 which recommended a 12,000-foot runway. The FAA published a NOI on March 22, 2018 in the Federal Register to prepare an EIS in support of the Federal actions related to the proposed capacity enhancements at CLT, which included the 12,000-foot runway. The FAA conducted a runway length analysis in October 2018 in accordance with FAA AC 150/5325-4B during the preparation of the EIS and concluded that only a 10,000-foot runway was required to meet the purpose and need for the project. The runway length analysis was based on performance engineering data from the airlines, which found that the Boeing 787-9, which is the critical aircraft for runway length, would require 10,000 feet of runway when departing.</p> <p>Because only a 10,000-foot runway was needed to meet runway capacity for a departure runway, the departure runway alternatives considered and evaluated in Section 2.4 were 10,000-feet long. It was also determined that extending any of the three existing runways without the addition of a new runway would not provide sufficient runway capacity to meet future demand at acceptable levels of runway delay; therefore, this alternative was not evaluated in the EA. As stated in Section 4.11.4 of the EA, Alternative 1 and Alternative 2 would not result in significant impacts. A 12,000-foot runway would result in more physical impacts than those identified for Alternative 1 and Alternative 2 due to the additional disturbance to the south of the Airport. Noise mitigation was not considered or evaluated as part of this EA because no significant noise impacts were identified as part of Alternative 1 and 2. Furthermore, FAA guidance does not allow extending the runway solely for the purpose of reducing noise at an Airport. 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.</p>
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COMMENT #	COMMENT	COMMENTER	RESPONSE
2.4	York County experiences an unfair amount of noise due to the runway use of the Airport	Burkhard (1), Burkhard (2)	<p>The Air Commerce Act gives the government exclusive control over navigable airspace. Navigable airspace is defined as the air space needed for aircraft takeoff and landing and above the lowest altitude at which airplane flight is authorized (500 to 1,000 feet, depending on the area). Congress has charged the FAA to administer navigable airspace in the public interest as necessary to ensure the safety of aircraft and its efficient use. Furthermore, runway use at an airport is dictated by the FAA ATC at the airport. ATC factors in safety, operational efficiency, the origin/destination city, wind direction, and weather conditions, when assigning a runway to an aircraft. Immediately following the EA, the Airport will commence a Part 150 Study Update to allow the Airport to consider a variety of strategies to reduce noise in surrounding communities.</p>
2.5	Concerns of current noise and air quality health effects from aircraft operations	Burkhard (1), Wiesenberger, Burkhard (2)	<p>The FAA has developed guidelines for determining land use compatibility with certain noise levels in FAA Environmental Order 1050.1F and 5050.4B. As defined in 14 CFR Part 150 and presented in Section 3.3.9.2 noise levels below 65 DNL are considered compatible with all land uses. Above 65 DNL, residential land uses are not considered compatible. While a considerable amount of research has been conducted to identify, measure, and quantify the potential effects of aviation noise on health, no definitive conclusions have been drawn. See Appendix I, <i>Noise</i>, page 38 for more information. Furthermore, an air quality analysis was conducted as part of this EA as presented in Section 4.3 of the EA in accordance with FAA Environmental Order 1050.1F, 5050.4B, and the FAA Air Quality Handbook, Version 3 Update 1. As such, Alternative 1 and Alternative 2 would not result in significant air quality impacts and implementation of either of these alternatives would satisfy all Federal and state air quality regulations and guidelines and would not cause significant adverse air quality impacts. 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.</p>



COMMENT #	COMMENT	COMMENTER	RESPONSE
2.6	The location of the new runway under the Proposed Action would worsen noise in York County.	Burkhard (1)	<p>The commenter suggests the new runway should be located east of Runway 18L/36R instead of in the midfield. The initial alternatives considered in this Final EA were derived from the ACEP, public input from the EIS and EA process, and in accordance with FAA Order JO 7110.56Y, <i>Air Traffic Control</i>, and FAA AC 150/5300-13A-Change 1, <i>Airport Design</i>. As discussed in Chapter 2, <i>Alternatives</i>, a range of alternatives were considered to address one or both areas of need: (1) Insufficient terminal gate capacity and ramp congestion; (2) Insufficient runway capacity to meet future demand at acceptable levels of runway delay, as described in Chapter 1, <i>Purpose and Need</i>.</p> <p>Four runway development alternatives were considered and evaluated in Section 2.4. Three alternatives (Alternatives 1, 2, and 3) would place the new runway between Runway 18R/36L and Runway 18C/36C while Alternative 4 would place the new runway east of Runway 18L/36R and West of Billy Graham. While this alternative met the purpose and need, this alternative was not considered reasonable to meet short-term demands because the design and construction timeframe was estimated to take 15 years, which is twice what is anticipated for the Proposed Action. Additionally, the cost of Alternative 4 is estimated to be at least five times the cost of the Proposed Action due to the large amount of fill required for constructing the runway and associated infrastructure, and the resulting acquisition and relocation of residential and commercial properties and major roadways. As such, Alternative 4 was not carried forward for environmental impact analysis. Alternative 1 and Alternative 2 meet the purpose and need and, as evaluated in Chapter 4, would not result in significant environmental impacts. 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.</p>
2.7	Not all efficiency gains are worth the cost	Burkhard (1)	Comment noted.



COMMENT #	COMMENT	COMMENTER	RESPONSE
2.8	Concerns of current impact on quality of life, real estate prices, and health effects	Wiesenberger	<p>The FAA has developed guidelines for determining land use compatibility with certain noise levels in FAA Environmental Order 1050.1F and 5050.4B. As defined in 14 CFR Part 150 and presented in Section 3.3.9.2 noise levels below 65 DNL are considered compatible with all land uses. Above 65 DNL, residential land uses are not considered compatible. While a considerable amount of research has been conducted to identify, measure, and quantify the potential effects of aviation noise on health, no definitive conclusions have been drawn. See Appendix I, <i>Noise</i>, page 38 for more information. Furthermore, an air quality analysis was conducted as part of this EA as presented in Section 4.3 of the EA in accordance with FAA Environmental Order 1050.1F, 5050.4B, and the FAA Air Quality Handbook, Version 3 Update 1. As such, Alternative 1 and Alternative 2 would not result in significant air quality impacts and implementation of either of these alternatives would satisfy all Federal and state air quality regulations and guidelines and would not cause significant adverse air quality impacts. 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.</p>



COMMENT #	COMMENT	COMMENTER	RESPONSE
2.9	FAA's neighborhood environmental study concluded airplane noise is a far greater annoyance than ever considered previously	Wiesenberger	<p>The FAA's Neighborhood Environmental Survey is currently ongoing and no policy changes or actions have been implemented. As directed by the U.S. Congress in the ASNA of 1979, the 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, Environmental Impacts: Policies and Procedures, 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 Final 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>



COMMENT #	COMMENT	COMMENTER	RESPONSE
2.10	Current noise conditions should be addressed before adding a new runway	Wiesenberger, Burkhard (2)	<p>Runway use at an airport is dictated by the FAA ATC at the airport. ATC factors in safety, operational efficiency, the origin/destination city, wind direction, and weather conditions, when assigning a runway to an aircraft. As part of this EA, coordination with ATC 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</i> and <i>Alternatives</i>.</p> <p>As presented in Section 1.3 of the EA, aircraft operations are forecasted to increase annually through 2033, with or without the implementation of any of the alternatives analyzed in the EA. 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.</p>
<b>3</b>	<b>Water Resources</b>		
3.1	The proposed project study area is in close vicinity of Special Flood Hazard Area (SFHA). Any encroachment, grading, fill or placement of equipment or materials in the SFHA will require a Floodplain Development Permit issued by City Of Charlotte. Please coordinate with the City's Floodplain Administrator for permitting.	NC DPS EM	As stated in Section 4.14, 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.





COMMENT #	COMMENT	COMMENTER	RESPONSE
3.2	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	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.
4	<b>Hazardous Materials, Solid Waste, and Pollution Prevention</b>		
4.1	Sixteen (16) 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, 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.
4.2	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	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.



COMMENT #	COMMENT	COMMENTER	RESPONSE
4.3	<p>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.</p>	NCDEQ DWM SWS	<p>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.</p>