



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memphis Airports District Office
2600 Thousand Oaks Blvd., Ste. 2250
Memphis, TN 38118

Phone (901) 322-8180

March 15, 2022

Ms. Haley Gentry
Aviation Director
Charlotte-Douglas International Airport
5601 Wilkinson Boulevard
Charlotte, NC 28208

**RE: Finding of No Significant Impact (FONSI)/Record of Decision (ROD)
Capacity Enhancement Projects
Charlotte-Douglas International Airport, Charlotte, NC**

Dear Ms. Gentry:

The Federal Aviation Administration (FAA) Memphis Airports District Office has reviewed the Environmental Assessment (EA) for the above referenced project. I am pleased to inform you that the FAA has issued a Finding of No Significant Impact (FONSI)/ Record of Decision (ROD) for the above referenced project. The FONSI/ROD is enclosed for your records.

This FONSI/ROD does not include a determination of eligibility for Airport Improvement Program (AIP) funds for those projects that meet FAA criteria for eligible airport development. The airport sponsor is responsible for obtaining and complying with all permits required for construction.

A Public Notice announcing the availability of the Final EA and FONSI should be made. If you have any questions related to this environmental review, please contact me at 901-322-8181 or by email at tommy.dupree@faa.gov.

Sincerely,

TOMMY L DUPREE Digitally signed by TOMMY L DUPREE
Date: 2022.03.15 13:29:28 -05'00'

Tommy L. Dupree
Manager, Memphis Airports District Office



Department of Transportation
Federal Aviation Administration
Memphis Airports District Office
Memphis, Tennessee

Finding of No Significant Impact and Record of Decision

Capacity Enhancement Projects
Charlotte Douglas International Airport
Charlotte, Mecklenburg County, North Carolina

March 15, 2022

I. INTRODUCTION / BACKGROUND

In compliance with the *National Environmental Policy Act* (NEPA); Council on Environmental Quality (CEQ) Regulations, 40 Code of Federal Regulations (CFR) Parts 1500-1508;¹ and Federal Aviation Administration (FAA) Orders 1050.1F, *Environmental Impacts: Policies and Procedures*, and 5050.4B, *NEPA Implementing Instructions For Airport Actions*, this Finding of No Significant Impact (FONSI) and Record of Decision (ROD) announces final agency determinations and approvals for those Federal actions by the Federal Aviation Administration (FAA) that are necessary to support implementation of the Capacity Enhancement Projects at the Charlotte Douglas International Airport (CLT) in Mecklenburg County, North Carolina. The project elements of the Capacity Enhancement Projects are described below in Section II, Proposed Action. The airport sponsor for the project is the City of Charlotte Aviation Department, Charlotte Douglas International Airport. The agency decision is based on information contained in the *Environmental Assessment for the Capacity Enhancement Projects, Charlotte Douglas International Airport, Charlotte, North Carolina, February 2022* (EA) and all other applicable documents available to the agency.

II. PROPOSED ACTION

The Sponsor has requested FAA Airport Layout Plan (ALP) approval and Airport Improvement Program (AIP) financial assistance to implement the Capacity Enhancement Projects. The FAA's potential approvals of these requests are referred to as "the proposed Federal actions." The Sponsor's Proposed Action (Proposed Action) is graphically depicted in Exhibits 1-1 to 1-4 in the EA. Additional details of the Proposed Action, connected actions, and enabling actions of each element are provided in Section 1.2 of the EA. The Capacity Enhancement Projects include the following improvements to the airfield and the terminal area:

1. Construction of a new 10,000-foot long by 150-foot wide fourth parallel runway, which would be capable of serving Aircraft Approach Category D and Airplane Design Group (ADG) V aircraft. The new runway would include entrance and exit taxiways and would be located 1,100 feet to the west of Runway 18C/36C and include North and South End-Around Taxiways (EAT). Additional project elements include a 4,000-foot extension of Taxiway V south from Taxiway S to the Runway 1 end; construction of a 470,000-square foot Taxiway F hold pad to provide space for aircraft queuing and staging; relocation of approximately one-mile of West Boulevard; construction of a new Aircraft Rescue and Fire Fighting (ARFF) facility in the south airfield; acquisition of approximately one acre of land from Norfolk Southern; relocation of FAA approach lighting buildings; and implementation of air traffic control and charted instrument flight procedures to support Runway 1/19.
2. Expansion of the existing terminal and ramp area would create additional gates to accommodate future demand. Improvements to the terminal and ramp area would include expansion of Concourse B by approximately 180,000 square feet and the reconfiguration of taxilanes to accommodate an additional 22 gates; expansion of Concourse C by approximately 180,000 square feet, expand ramp by approximately 950,000 square feet, and reconfiguration of taxilanes to accommodate an additional 13 gates; reconfiguration of the ramp to accommodate dual taxi movement from Concourse E to Concourse C; removal of four gates

¹ The Council on Environmental Quality (CEQ) amended its regulations implementing NEPA effective September 14, 2020. Agencies have discretion to apply the amended regulations to NEPA processes that were begun before September 14, 2020 (40 CFR § 1506.13 [2020]). FAA initiated its NEPA process for this project in March 2018 and has opted to apply the regulations in effect at that time.

from the end of Concourse D; removal of 8 gates from the end of Concourse E; construction of two crossfield taxi corridors, one south of the terminal complex and one through the north cargo area; reconstruction of approximately 865,000 square feet of the ramp to replace pavement that has exceeded its useful life; reconfiguration of Taxiway C and E connectors to comply with FAA design standards; removal and relocation of the Airport Surveillance Radar (ASR) to the northwest between Runway 18R/36L and Runway 1/19; relocation of the triturator building into the existing terminal building; the decommissioning of Runway 5/23 and associated taxiways; construction of a 665,000 square foot hold pad at Runway 18L end; demolition and/or replacement of several buildings (see EA, Section 1.2); relocation of approximately 2,500 feet of Yorkmont Road; construction of crossfield taxilanes and taxiways and to provide landside access to relocated buildings; construction of a 4,000-foot long midfield access tunnel; and construction of a 20,000 square foot Federal Inspection Services (FIS) corridor between Concourse D and Concourse C.

III. PURPOSE AND NEED

As discussed in Chapter 1 of the EA, the need for the Proposed Action is to address insufficient runway capacity and insufficient gate capacity and to provide needed ramp space to accommodate existing and future demand. The purpose is to construct a new 10,000-foot long fourth parallel runway, capable of serving Aircraft Approach Category D and Airplane Design Group V aircraft, as well as to expand the existing terminal and ramp area to create additional gates that would accommodate future demand.

IV. ALTERNATIVES

Multiple alternatives were considered to address the purpose and need. The alternatives considered include a no action alternative, off-airport alternatives and on-airport alternatives. The off-airport alternatives were not found to be reasonable and were eliminated from detailed analysis. Four on-airport alternatives were presented in the EA. These alternatives, along with the no action alternative, are discussed below:

1. Alternative 1 involves the construction of a new 10,000-foot-long fourth parallel runway (Runway 1/19), located 3,100 feet to the east of Runway 18R/36L and 1,200 feet to the west of Runway 18C/36C. This runway is intended primarily for departures, since it does not meet the separation requirement for triple simultaneous approaches. Alternative 1 includes end-around-taxiways (EATs) on the north end of Runway 1/19 and the south end of Runways 1/19 and 18C/36C. An important connected action required to construct the new runway is the relocation of West Boulevard. The Proposed Action and the relocation of West Boulevard are shown in the EA Exhibit 2-2.
2. Alternative 2 (Proposed Action) includes a new 10,000-foot long runway, which is separated from Runway 18R/36L by 3,200 feet and Runway 18C/36C by 1,100 feet. As with Alternative 1, Runway 1/19 is intended primarily for departures; however, because it meets the separation requirements for simultaneous approaches, it would provide enhanced operational flexibility. Alternative 2 includes EATs on the north end of Runway 1/19 and the south ends of Runways 1/19 and 18C/36C. As with Alternative 1, the relocation of West Boulevard would be required for Alternative 2. Alternative 2 is graphically depicted in the EA in Exhibit 2-3.

The Proposed Action was selected, because it permits simultaneous Instrument Flight Rules (IFR) arrivals on parallel runways with 3,200 feet of separation. This would provide for enhanced operational flexibility over other alternatives. Alternative 2 fully satisfies the

Purpose and Need for the project and, with mitigation described in the EA and in Section VI below, does not have the potential to cause significant environmental impacts.

3. Alternative 3 involves the construction of a new 8,900-foot midfield runway with 3,400 feet of separation from Runway 18R/36L and 900 feet of separation from Runway 18C/36C. The configuration of this proposed runway would have sufficient spacing that it could be used for simultaneous arrivals along with Runways 18R/36L and 18L/36R. Alternative 3 includes EATs on the north end of Runway 1/19 and the south ends of Runways 1/19 and 18C/36C. As with the Proposed Action, the relocation of West Boulevard would be required for this alternative. Alternative 3 is graphically depicted in the EA in Exhibit 2-4.
4. Alternative 4 includes a new 7,300-foot long runway located 2,850 feet to the east of existing Runway 18L/36R. The new runway would be used primarily for arrivals. This alternative would require acquisition of residential and commercial property, which would total approximately 330 acres and include the demolition of approximately 20 commercial structures and approximately 125 residential structures. In addition, the relocation of roadways, Airport support facilities, and the NCANG would be required. Alternative 4 is shown graphically in the EA in Exhibit 2-5. Alternative 4 met the Purpose and Need but would take considerably more time to implement and would require substantially higher costs than the Proposed Action. Therefore, Alternative 4 was eliminated from further consideration and analysis.
5. No Action Alternative: Under the No Action Alternative, no changes would be made to the airfield or terminal except for projects currently under design or construction. These projects include Concourse A Phase II, Runway 18C/36C north end-around taxiway, west airfield hold pads, south deice pad and the south crossfield taxiway. While the No Action Alternative does not meet the Purpose and Need, it is required to be carried forward in the assessment of environmental impacts by 40 C.F.R §1502.14(d). The No Action serves as a basis of comparison during the assessment of the impacts of the alternatives. The No Action Alternative is shown in the EA in Exhibit 2-1.

V. ENVIRONMENTAL IMPACTS

As described above and documented in the EA, three action alternatives (Alternatives 1, 2, and 3) and the No Action Alternative were evaluated for potential impacts to the environmental resource categories listed in FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures*, and 5050.4B, *NEPA Implementing Instructions for Airport Actions*, and present within the project area. Chapter 3 of the EA examines the affected environment. Chapter 4 of the EA addresses the potential impacts of the No Action Alternative, Alternative 1, Alternative 2, and Alternative 3.

The following is a discussion of those resources potentially impacted under the Proposed Action:

1. Air Quality (EA Section 4.3)

Implementation of the Proposed Action is not expected to result in adverse impacts to local or regional air quality. A decrease in emissions is anticipated due to a reduction in aircraft taxi delays and congestion in the terminal apron, as well as shortened departure queues. In addition, the airfield configuration of the Proposed Action would provide airfield efficiencies that would reduce overall operational air quality emissions at the Airport. Based on emissions analyses, the Proposed Action would not cause an increase in air emissions above the applicable *de minimis* thresholds. Therefore, the Proposed Action would not create any new violation of the NAAQS, delay the attainment of any NAAQS, nor increase the frequency or severity of any existing violations of the NAAQS. No adverse impacts to local or regional air quality are expected by construction of the Proposed Action.

2. Biological Resources (EA Section 4.4)

The Proposed Action is not expected to result in adverse impacts to biological resources, including fish, plants, and wildlife. Field surveys and correspondence with the USFWS determined that no Federally listed species or their habitats occur within the project area. The Proposed Action was determined to have no effect on the bald eagle, Carolina heelsplitter, Michaux's sumac, Schweinitz's sunflower, or smooth coneflower. The Proposed Action may affect, but is not likely to adversely affect, the northern long-eared bat, and this determination meets the criteria for the 4(d) rule which makes any associated take exempted/excepted. The 4(d) rule refers to Section 4(d) of the Endangered Species Act and, for the northern long-eared bat, provides provisions for take of the species that will not result in adverse effects. Through coordination with the USFWS it was determined the Proposed Action met the 4(d) rule. Therefore, the Proposed Action would not cause a significant impact to the bat or other biological resources.

3. Climate (EA Section 4.5)

While the FAA has not established specific emission standards for determining significant impacts associated with greenhouse gas (GHG) emissions, consideration was given to the potential change in carbon dioxide equivalent (CO₂E), which is a common unit for assessing GHGs. Based on the analysis in EA, the CO₂E emissions from the proposed action will be less than the no action alternative in years 2028 and 2033. As such, the Proposed Action is not expected to negatively impact climate.

4. Department of Transportation Act Section 4(f) (EA Section 4.6)

Implementation of the Proposed Action would result in the removal of the Old Terminal, a publicly owned historic site eligible for listing on the National Register of Historic Places and therefore a Section 4(f) resource, and would result in a physical use of the resource. There were no practicable alternatives considered that would avoid the removal of the Old Terminal. The FAA, SHPO, and City of Charlotte executed a Memorandum of Agreement (MOA), to address the demolition of the Old Terminal Building. A copy of the MOA and additional information on this coordination is included in Appendix G to the EA, *Historic, Architectural, Archeological, and Cultural Resources*.

5. Hazardous Materials, Solid Wastes, and Pollution Prevention (EA Section 4.7)

Implementation of the Proposed Action is not expected to result in adverse impacts to hazardous materials or solid wastes. All activities that involve disturbing or excavating soils would be performed in accordance with applicable Federal, State, and local regulations. All construction contractors would be required to comply with the Airport's Spill, Prevention, Control, and Counter-measure (SPCC) Master Plan, which satisfies USEPA oil pollution prevention regulations. If contaminated materials are encountered during construction, the findings would be reported and the materials would be excavated or stored on site in for testing accordance with applicable regulations. Demolition of buildings would be conducted in accordance with all applicable regulations to address removal and disposal of lead and asbestos.

6. Historical, Architectural, Archeological, and Cultural Resources (EA Section 4.8)

Two historical properties located within the project area of potential effect (APE) include the WPA Douglas Airport Hangar and the Old Terminal. No adverse effect will result from the proposed undertaking on the WPA Douglas Airport Hangar within the APE. However, the Old Terminal would be directly impacted by the Proposed Action. Coordination with the SHPO concluded that the Proposed Action would result in an adverse impact, since the Old Terminal would be demolished. Options to avoid this adverse impact were considered, but no viable alternative was identified that met the Purpose and Need while avoiding impacts to the Old Terminal. Therefore, The FAA, SHPO, and City of Charlotte entered into a Memorandum of Agreement (MOA), to address the impacts and mitigate the adverse effects. A copy of the MOA and additional information on this coordination is included in Appendix G to the EA, *Historic, Architectural, Archeological, and Cultural Resources*.

7. Land Use (EA Section 4.9)

Significant impacts to land use are not expected from implementation of the Proposed Action. The Proposed Action would result in impacts to West Boulevard from construction of the south end-around taxiway (SEAT). West Boulevard would be relocated using existing roadways, including Byrum Drive and Piney Top Drive. Relocation of West Boulevard is not expected to cause adverse impacts to land use. Also, the entrance to the Norfolk Southern Intermodal Facility would be reconfigured as part of the Proposed Action. However, it is not anticipated that this reconfiguration would cause a significant change in land use. No other direct or indirect impacts to land use would occur. Therefore, implementation of the Proposed Action would be consistent with future plans and would not cause land use incompatibilities or inconsistencies with local land use plans. In addition, the Proposed Action would not create a new wildlife attractant or create an obstruction to navigation airspace per 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. No significant impacts to land use are anticipated with implementation of the Proposed Action.

8. Natural Resources and Energy Supply (EA Section 4.10)

Implementation of the Proposed Action is not expected to result in adverse impacts or excessive demands for natural resources, including electric power, natural gas, and fuel consumption. However, construction activities would require natural resources such as steel, gravel, sand, aggregate, concrete, asphalt, water, and other construction materials. These materials are not in short supply in the Charlotte Metropolitan Area and consumption of these materials is not expected to deplete or cause a shortage of existing supplies.

9. Noise and Noise-Compatible Land Use (EA Section 4.11)

Noise impacts from implementation of the Proposed Action were compared to the No Action Alternative for the years 2028 and 2033. A noise increase of 1.5 dB or greater over noise-sensitive facilities within the DNL 65 dB contour is considered a significant increase. The 2028 and 2033 Alternative 2 noise exposure contours, as compared respectively to the 2028 and 2033 No Action Alternative noise exposure contours, did not result in a DNL 1.5 dB increase within the 65 DNL contour over noise-sensitive facilities. The DNL 1.5 dB increase area would remain over compatible Airport-owned land. Therefore, no significant noise impacts would occur in 2028 or 2033 from the Proposed Action.

10. Socioeconomics, Environmental Justice, and Children's Health and Safety Risks (EA Section 4.12)

The Proposed Action was evaluated for socioeconomic impacts that included induced economic growth, disruption of established communities, relocation of residences or businesses, disruption of local traffic patterns, and loss of community tax base. The evaluation of each category indicated that the implementation of the proposed Action would not result in permanent, significant adverse impacts. With regard to Environmental Justice, the Proposed Action would not result in disproportionately high or adverse impacts on low-income and minority populations. Also, the Proposed Action would not result in the release of, or exposure to, significant levels of harmful materials in the water, air, or soil that would affect children's health or safety or result in an elevated risk related to health or safety concerns for children. Therefore, the Proposed Action would not result in significant impacts to socioeconomic, environmental justice, or children's health and safety.

11. Light Emissions and Visual Effects (EA Section 4.13)

The new airfield lighting required for the Proposed Action would not produce light emissions noticeably different from the existing lights, which are currently used to conduct safe airport operations. Implementation of the Proposed Action would result in the expansion of existing terminals, taxiways, and the redevelopment of facilities at CLT. Due to the existing light emissions at CLT, as well as the location of the proposed expansion and redevelopment, the light emissions from the Proposed Action are not expected to be noticeably different from the Airport's current lighting. The proposed lighting is similar in character to the existing uses at CLT and would not result in a significant change to the surrounding area's visual character. Therefore, the Proposed Action would not result in significant impacts to visual resources and visual character.

12. Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater) (EA Section 4.14)

The Proposed Action would result in permanent impacts to approximately 8,151 linear feet of streams, consisting of 193 linear feet of intermittent tributary and 7,958 linear feet of perennial tributary. In addition, the Proposed Action would result in permanent impacts to approximately 5.07 acres of wetlands. A detailed compensatory mitigation plan would be required to obtain the necessary authorizations to implement the Proposed Action. With implementation of a mitigation plan to compensate for the losses of wetlands and streams that would result from

the construction of the Proposed Action, the environmental impacts of the Proposed Action would not be significant.

The Proposed Action would include development within the 100-year floodplain and would affect approximately 13 acres of the 100-year floodplain. Construction of the proposed holdpad southeast of Runway 18C/36C and the South End-Around Taxiway would impact the floodplain. However, these impacts would not be significant and would not result in long-term adverse effects. A Conditional Letter of Map Revision (CLOMR) would be submitted to the Federal Emergency Management Agency to identify modifications to the existing regulatory floodway, Base Flood Elevations, or Special Flood Hazard Areas. Following construction, a Letter of Map Revision (LOMR) would be submitted to FEMA to modify the Flood Insurance Rate Map (FIRM) or Flood Boundary and Floodway Map. A Floodplain Development Permit would be required from the local Floodplain Administrator. Construction would not take place without approvals from both FEMA and from the Floodplain Administrator, satisfying both Federal and local requirements. Therefore, it is anticipated that there would be no significant impact to floodplains due to implementation of the Proposed Action.

The Proposed Action would result in impacts to surface waters. The new runway, additional airfield pavement, and development in the south midfield area would result in an increase of approximately 220 acres in impervious surfaces. The resulting increase in impervious surfaces and the associated increase in stormwater runoff would be accommodated by the Airport's stormwater systems. Therefore, no significant impacts are expected to occur to surface waters as a result of the implementation of the Proposed Action.

The project area is in a developed area with public water available. There are four active private wells located within the project area, however these wells are not used to supply drinking water. Implementation of The Proposed Action would require two of the wells to be abandoned. If an undocumented drinking water well were to be identified within the project area, CLT would ensure that the well is abandoned in accordance with Federal, State, and local regulations. Construction and operation of the proposed development would comply with all applicable regulations related to spill prevention and control to prevent spills from causing significant adverse impacts to groundwater. Therefore, no significant impacts to groundwater are expected.

13. Cumulative Impacts (EA Section 4.15)

The purpose of analyzing cumulative impacts is to identify potential collective environmental impacts. Even though the effects of individual actions may be minimal, when combined with the impacts past and future actions, impacts to resources could be significant collectively. The impacts from the Proposed Action were considered in aggregate with the impacts of past and reasonably foreseeable future actions. Based on the analysis in the EA, cumulative impacts would not exceed the level of significance.

VI. SPONSOR COMMITMENTS

In addition to carrying out standard BMPs required by FAA grant assurances outlined in FAA Advisory Circular (AC) 150/5370-10, "Standards for Specifying Construction of Airports," and minimization and mitigation measures mandated by permitting requirements and/or other special purpose laws, the Sponsor has committed to the following activities as part of the project:

- A Level II Historic America Building Survey (HABS) recordation of the Old Terminal Building property will be completed. The Level II documentation will contain architectural and historical narrative, measured drawings, and digital photographs in an archivally stable format. The photographic record will include at a minimum the general environment, front facade, front and rear perspective views, typical windows, and exterior and interior. The submission will also include a CD of all printed images with the digital copy. The Level II HABS recordation will be submitted to SHPO for approval. SHPO will provide written acceptance of the Level II HABS recordation within 30 calendar days of their receipt.
- The City of Charlotte Aviation Department may not proceed with demolition of the Old Terminal Building until the archival photography of the exterior and interior has been submitted and approved by the SHPO.
- SHPO will arrange for deposit of the Level II HABS recordation to the State Archives of North Carolina. A second set of images and final report shall be retained by the City of Charlotte Aviation Department.
- If items which may contain historical significance or if additional historic properties or unanticipated effects on the historic property are discovered (36 CFR § 800.6(c)(6)), the City shall notify the SHPO of the discovery and consult with the FAA and SHPO pursuant to 36 CFR Part 800.
- The Sponsor will complete mitigation for impacts to jurisdictional wetlands and streams. Mitigation will be in the form of stream and wetland credits at the Charlotte-Mecklenburg Storm Water Services Umbrella Stream and Wetland Mitigation Bank and/or compensatory mitigation using in-lieu fee program from NCDEQ.

This FONSI/ROD is issued in acknowledgment of and contingent upon the Sponsor's fulfillment of these commitments. As referenced above, there are regulatory permits or certifications that impose mitigation requirements to minimize environmental impacts during implementation of the Proposed Action. The Sponsor is responsible for acquiring and complying with all applicable permits and certifications throughout the implementation/construction of the Proposed Action.

Regulatory permits or certificates required for the Proposed Action include, but may not be limited to, the following:

- NPDES Stormwater General Permit
- NCDEQ Sedimentation Erosion Control Permit
- USACE Section 404 Permit
- City of Charlotte Stormwater Permit
- City of Charlotte Floodplain Development Permit
- FEMA Conditional Letter of Map Revision (CLOMR)

VII. PUBLIC INVOLVEMENT

As part of the EA, several Federal, State, and local agencies reviewed project proposals and issued comments. The following agencies received early coordination letters or a draft EA:

- Catawba Tribal Historic Preservation Office (THPO)
- Charlotte Area Transit System (CATS)

- Charlotte Department of Transportation (CDOT)
- U.S. Department of Transportation, Federal Aviation Administration (FAA)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Environmental Protection Agency (USEPA)
- U.S. Army Corps of Engineers (USACE)
- U.S. Department of Agriculture
- Federal Emergency Management Agency (FEMA)
- Federal Highway Administration (FHWA)
- Federal Railroad Administration (FRA)
- North Carolina Department of Transportation (NCDOT)
- North Carolina Recreation and Parks Association (NCRPA)
- North Carolina State Historic Preservation Office (NCSHPO)
- North Carolina Department of Natural and Cultural Resources (NCDCCR)
- North Carolina Department of Environmental Quality (NCDEQ)
- North Carolina Department of Health and Human Services (NCDHHS)

The NEPA process for this CLT Capacity Enhancements Project began as an EIS that included a new 12,000-foot runway. The FAA later determined that a 10,000-foot runway would be sufficient to address the project Purpose and Need. The FAA also determined that the potential impacts from the shorter runway warranted cancelation of the EIS and initiation of an EA instead. This was made public in the FAA’s publication of a “Notice of Cancellation of Preparation of Environmental Impact Statement (EIS) by the Federal Aviation Administration (FAA) for proposed capacity enhancements and other improvements (Proposed Action) at Charlotte Douglas International Airport, Charlotte, NC.” in the Federal Register on February 27, 2019. *See* 84 FR 6462 (February 27, 2019).

Following initiation of the EA, the City of Charlotte Aviation Department conducted public information workshops. The workshops were held on October 21 and 24, 2019. These meetings were conducted as open house formats where residents were able to view displays and speak with the project team members, including CLT staff and members of the FAA’s Memphis Airports District Office. The public was notified of the public information workshops in the Charlotte Observer, La Noticia, and Que Pasa newspapers at least 30 days prior to the meetings. In addition, the public information workshops were advertised on the project website. Written comments were accepted in person at the public information workshops, by mail, and by email until November 22, 2019.

A virtual presentation was made available on the airport EA website in December 2020 to provide an update on the EA. To notify the public, CLT used newspaper advertisements, an email distribution list, and advertisements on social media. More than 1,200 unique individuals viewed the presentation.

A notice of availability of the Draft EA was published in the Charlotte Observer on April 16, 2021. The notice described the proposed action, information on how to view the Draft EA, and details for public comment process and public meetings. Advertisements were also placed in the La Noticia and Que Pasa Newspapers.

A public meeting and public hearing were held virtually on May 17, 2021 from 1:00 PM until 2:00 PM and 2:00 PM until 3:00 PM, respectively. A second public meeting and hearing were held May 18, 2021 from 6:00 PM until 7:00 PM and 7:00 PM until 8:00 PM, respectively. Notifications for the public meetings and hearings were made via email distribution list, social media, Airport Neighborhood Update (electronic Newsletter), and a press release.

After the publication of the Draft EA, the airport sponsor changed the proposed action from Alternative 1 to Alternative 2. As such, the Draft EA was revised to reflect the change. Notice of the availability of the revised Draft EA, beginning on October 8, 2021, was published in the Charlotte Observer, La Noticia, and Que Pasa. The notices provided details for reviewing the revised draft, how to comment, and for another public meeting and public hearing. The public comment period was 45 days.

A public meeting and public hearing were held November 8, 2021 from 2:30 PM until 3:30 PM and 3:30 PM until 4:00 PM, respectively. Notifications for the meeting and hearing were sent through email distribution list, Airport Neighborhood Update, social media, and a press release.

Appendix A of the EA contains information on the public outreach and Appendix L includes comments received and responses to comments.

VIII. FINDING OF NO SIGNIFICANT IMPACT

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA.

APPROVED: **TOMMY L DUPREE** Digitally signed by TOMMY L DUPREE
Date: 2022.03.15 11:52:50 -05'00'
Tommy L. Dupree, Manager, Memphis Airports District Office

DATE: _____

DISAPPROVED: _____

DATE: _____

IX. RECORD OF DECISION AND ORDER

I have carefully considered the FAA’s statutory mandate to ensure the safe and efficient use of the national airspace system as well as the other aeronautical goals and objectives discussed in the EA. My review of the EA and determination regarding issuance of the FONSI included evaluation of the purpose and need that this proposed action would serve, the alternate means of achieving the purpose and need, the environmental impacts associated with these alternatives, and any mitigation necessary to preserve and enhance the human, cultural, and natural environment.

Under the authority delegated to me by the FAA Administrator, I find the FAA Proposed Action described in the attached EA is reasonably supported. I, therefore, direct that action be taken to carry forward the necessary agency actions discussed in the attached EA and FONSI.

APPROVED: **TOMMY L DUPREE** Digitally signed by TOMMY L DUPREE
Date: 2022.03.15 11:53:22 -05'00'
Tommy L. Dupree, Manager, Memphis Airports District Office

DATE: _____

DISAPPROVED: _____

DATE: _____

Judicial Review

This Record of Decision represents the FAA's final decision and approvals for the identified proposed Federal actions, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Part B. This decision constitutes a final order of the Administrator subject to review by the Court of Appeals of the United States in accordance with the provisions of 49 U.S.C. § 46110.