



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

October 7, 2019

Mr. Mark Wiebke, P.E., AAE
Planning Director
Charlotte-Douglas International Airport
5601 Wilkinson Boulevard
Charlotte, NC 28208

**RE: Finding of No Significant Impact (FONSI)
Concourse A Phase II Environmental Assessment
Charlotte-Douglas International Airport, Charlotte, NC**

Dear Mr. Wiebke:

The Federal Aviation Administration (FAA) Memphis Airports District Office has reviewed the Environmental Assessment (EA) for the subject project. Based on our review, the EA supports a Finding of No Significant Impact (FONSI). The FONSI is enclosed for your records.

If you have any questions related to this environmental review, please contact Tim Alexander of my staff at (901) 322-8188.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tommy L. Dupree', written over a large, stylized circular flourish.

Tommy L. Dupree
Acting Manager, Memphis Airports District Office

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)
Concourse A Phase II
Charlotte Douglas International Airport
Mecklenburg County, Charlotte, NC**

I. Introduction/Background

In accordance with the National Environmental Policy Act (NEPA), this Finding of No Significant Impact (FONSI) announces final agency determinations and approvals for those Federal Actions by the Federal Aviation Administration (FAA) that are necessary to support the proposed developments at the Charlotte Douglas International Airport in Mecklenburg County, Charlotte, NC.

II. Proposed Federal Action

The Proposed Federal Action consists of three elements, which include: (1) the construction of a new pier on Concourse A, (2) the pavement of 361,000 square feet of ramp area to the north of Concourse A, and (3) the construction of a ground-support equipment (GSE) and lavatory station north of Concourse A. These elements of the Proposed Action are shown in Exhibit 1-3 of the Environmental Assessment (EA) and are discussed below.

Project Element 1 involves the construction of a new 10-gate pier at Concourse A. The Concourse A expansion would have a 195,000 square feet footprint with up to three levels and includes the development of additional terminal space, aircraft gates, holdrooms, concession space, restrooms, and corridors with moving sidewalks. The 10 additional gates will accommodate Group III aircraft. Connected actions associated with the Concourse A pier project include the paving of approximately 245,000 square feet of additional ramp pavement to accommodate aircraft movement around the new gates and the installation of a hydrant fueling system with new jet fuel and hydrant pits within the ramp area at each of the proposed 10 gates.

Project Element 2 involves the pavement of approximately 361,000 square feet north of the new pier at Concourse A. This area would serve as a hardstand area that would be used for parking up to six Group III aircraft. No passenger loading or unloading would occur at the hardstand area. Connected actions associated with this project element include marking and installing lights for a vehicle service road that would provide access to the north ramp area, install a gate to provide access to the vehicle service road from Rental Car Road, and reconfigure utilities to connect to existing electric utilities.

Project Element 3 involves the construction and operation of a GSE fueling facility and lavatory station on the west side of the terminal complex. This facility would be located north of the new Concourse A pier in an 80,000 square foot undeveloped area, which would be paved to allow access to the fueling and lavatory stations.

III. Purpose and Need

The FAA has defined the purpose and need for implementing the Proposed Action as being necessary to address certain deficiencies that exist within the terminal area, including the need for additional gate capacity and ramp space. The specific purpose and need of the Proposed Action is to minimize arrival taxi-in delays by expanding the ramp space within the terminal area, accommodate the forecasted demand through the year 2022 by providing sufficient aircraft gates, and accommodate Ground Support Equipment (GSE) vehicles by providing a fueling facility and lavatory on the west ramp.

IV. Alternatives

Federal guidelines concerning the environmental review process require that all reasonable and practicable alternatives that might accomplish the objectives of the proposed project be identified and evaluated. Such an examination ensures that alternatives are not prematurely dismissed and may lead to consideration of other alternatives that fulfill the project's purpose and need, as well as enhance environmental quality or have a less detrimental effect. In addition to the No Action Alternative, eight alternatives were considered for this EA. However, five of the additional alternatives were eliminated, because they did not address the Purpose and Need. The three remaining alternatives include the ramp expansion to the north of Concourse A, construction of a new pier at Concourse A, and the construction of a GSE fueling facility and lavatory station on the west side of the terminal. These alternatives collectively comprise the Preferred Alternative. The alternatives evaluated for this EA are listed below:

1. No-Action Alternative.
2. Preferred Alternative – (Described above in Proposed Federal Action).

V. Environmental Impacts

The EA analyzed all environmental categories based on FAA Order 5050.4B, "*National Environmental Policy Act Implementing Instructions for Airport Projects*" (NEPA). Those Resource Categories, which the Sponsor's preferred alternative has the potential to impact, are discussed below. Mitigation measures for the environmental impacts are discussed in Section VI of this document.

V A. Air Quality and Climate

The Proposed Action will result in an increase in air emissions, including Greenhouse Gases (GHGs), primarily due to construction activities. While the construction of the Proposed Action would contribute to fugitive dust in and around the construction site, the Sponsor and their contractor would ensure that Best Management Practice (BMP) measures would be taken to reduce fugitive dust emissions by adhering to FAA guidelines. A construction emissions inventory shows that the estimated net emissions from construction of the Proposed Action would be less than the applicable *de minimis* thresholds. Because construction of the Proposed Action would not result in increased emissions above the applicable *de minimis* thresholds, no further analysis is

required under the General Conformity Rule, and the Proposed Action is determined to conform to the State Implementation Plan (SIP). Therefore, the Proposed Action is not expected to result in adverse air quality or climate impacts to the region.

V B. Biological Resources

The Proposed Action site contains mowed grass, vegetation, and decorative trees that will be removed during the implementation of the Proposed Action. A site visit confirmed that no federal or state listed species are located on the proposed project area. Vegetation and trees at the site will be removed and are not potential habitat for any special status species. Therefore, the Proposed Action would not cause impacts to large areas of vegetation, impacts to migratory birds or their critical habitat, substantial loss or fragmentation of native species populations or habitat, or adverse impacts to a species reproductive success or mortality rates. No state or federally-listed threatened or endangered species is expected to be adversely impacted by the Proposed Action.

V C. Natural Resources and Energy Supply

Construction of the proposed facilities would require natural resources such as steel, gravel, sand, aggregate, concrete, asphalt, water, and other construction materials. Operation of these proposed facilities would require the use of electricity, natural gas, and water. Electricity is used to power and light the buildings and to light the parking areas. Natural gas is used for gas-fired water heaters, kitchen equipment, and other gas-fired appliances. Water would be used for cooking, cleaning, vehicle washing, sewer services, and other activities. The Proposed Action would increase the amount of electricity, natural gas, and water consumed at the airport. The airport is located in an urban area with a sufficient supply of these resources. Therefore, the Proposed Action is not expected to result in adverse impacts to the local supply of energy or natural resources.

V D. Noise and Compatible Land Use

The Proposed Action would not result in a change in the noise environment at the Airport, and the Proposed Action is consistent with the Airport's Noise Exposure Maps (NEM). Construction activities associated with the Proposed Action are not expected to result in adverse noise impacts to residential or other public land uses due to the limited amount of time the construction activity would occur. Construction activities would typically be limited to daylight hours. Also, noise from construction equipment would likely not be discernible from other background noise sources such as aircraft and roadway noise. Therefore, the Proposed Action is not expected to result in adverse noise or land-use impacts.

V E. Socioeconomic Impacts

Implementation of the Proposed Action would not result in the disruption of any existing communities, the relocation of houses, or the relocation of businesses. Temporary construction impacts would include an increase in commercial traffic, traffic congestion, travel distances, and travel times for drivers. A construction

management plan can be prepared, which would minimize adverse impacts and maintain consistency with contracting and hauling Best Management Practices (BMPs). The Proposed Action would not result in significant or disproportionate impacts to minority or low-income populations, and no significant environmental justice impacts would occur. Also, implementation of the Proposed Action would not result in adverse health and safety impacts for children or adults. The development of the new concourse pier could provide additional employment opportunities for airline gate personnel, store operators, and restaurant/concession employees. Therefore, the Proposed Action is not expected to cause any adverse socioeconomic impacts.

V F. Lighting and Visual Effects

Lighting sources that could potentially impact the closest residential community, which is approximately one mile away, would be located in the ramp area and would include security lighting for the new pier and ramp. The lighting would illuminate the immediate area surrounding the building and ramp, and it would also be shielded and directed at angles that would not cause lighting impacts to residential areas. Light emissions during the construction of the Proposed Action are not anticipated to cause adverse impacts to the surrounding areas, since the majority of construction activities occur during daytime hours. Therefore, no significant impacts from light emissions are anticipated. The Proposed Action would occur on a site surrounded by airport property and visibility of the site from residential areas is limited. Therefore, the Proposed Action would not significantly alter the visual character of the area, and no significant visual impacts are expected to occur.

V G. Water Resources

There are no wetlands, streams, floodplains, or wild and scenic rivers located on the Proposed Action site, so there will be no impact to these water resources from implementation of the Proposed Action. The Proposed Action would result in the addition of 45,000 square feet of impervious paved surface and associated stormwater runoff. The additional stormwater runoff would be managed under the Airport's Stormwater Management Plan in coordination with the applicable regulatory agencies. The proposed project area is not near any bodies of water, so no impacts to surface water resources are expected. Groundwater contamination from petroleum products was identified through site investigations and historical soil and groundwater data at the former car rental sites, which is included in the project area. Mitigation measures were conducted in coordination with North Carolina Department of Environmental Quality (NCDEQ). Following mitigation activities, NCDEQ issued a Notice of No Further Action for each of the former car rental locations. The Airport is coordinating with the NCDEQ to obtain deed restrictions in order to close the contamination sites prior to development of the Proposed Action. Any impacts to aquatic resources, would be minimized to the extent practicable and subject to permit conditions that would ensure that those potential impacts would be properly mitigated. Therefore, significant impacts to water resources are not anticipated.

V H. Hazardous and Solid Waste

The former car rental sites were found to contain groundwater contamination from underground storage tanks (USTs) that were previously located at the site. Following mitigation measures, NCDEQ issued a No Further Action determination for each of the sites. The documentation from NCDEQ of the No Further Action determinations are found in the EA Appendices. Also, the implementation of the Proposed Action would increase the amount of solid waste at the Airport due to the increase in concessions and facilities located within Concourse A. However, the increase in solid waste produced by the Proposed Action would not exceed the capacity of the existing solid waste facilities. Therefore, the Proposed Action would not result in significant impacts from solid or hazardous materials.

VI. Environmental Mitigation

The Airport Sponsor shall be responsible for obtaining all necessary construction permits or certifications prior to initiating construction activities near or on the environmental resource requiring the permit. Project related permits, certifications, and other mitigation measures required for the Proposed Action are discussed below. It should be noted that best management practices (BMPs) are considered standard operating procedures and are not considered mitigation; therefore, they are not discussed in this section.

VI A. Permits and Certifications

Prior to construction activities on Concourse A and associated pavement areas, the Airport and their construction contractors would have to obtain permits from federal, state, and local agencies. The permits or certifications could include:

1. NPDES Stormwater General Permit NCG 0100000
2. NCDEQ Erosion and Sediment Control Permit
3. City of Charlotte Building Permit
4. City of Charlotte Stormwater Permit
5. Mecklenburg County Building and Land Disturbance Permit

VI B. Mitigation

Without proper mitigation, the Proposed Action may exceed the threshold of significance. Mitigation shall be completed for the following environmental categories:

No specific mitigation measures are required.

VII. Public Involvement

The following agencies were consulted in the preparation of this EA:

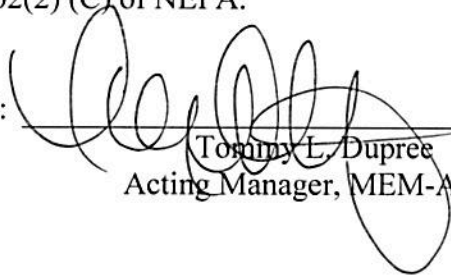
- Federal Aviation Administration
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- N.C. State Historic Preservation Office
- N.C. Environmental Review Clearinghouse
- N.C. Department of Transportation
- City of Charlotte

A public notice was published in the *Charlotte Observer* on August 2, 2019, advertising an opportunity for the public to request a public meeting and the availability of the Draft EA for public review. There were no public comments received.

VIII. Decision

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
Acting Manager, MEM-ADO

Date: _____

