

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT (FONSI)  
Deice Pad, Crossfield Taxiway, and Connected Actions  
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 (CLT) in Mecklenburg County, Charlotte, NC. The City of Charlotte Aviation Department is proposing to construct a new 780,000 square foot deice pad located on the south airfield, east of Runway 36C.

**II. Proposed Federal Action**

The Proposed Federal Action consists of constructing a new deice pad that is approximately 780,000 square feet. The deice pad would be located on the south airfield, east of Runway 36C, and it would provide up to four positions for Airplane Design Group (ADG) V aircraft or up to nine positions for ADG III aircraft. Additional features of the Proposed Action, including a discussion of connected actions associated with the Proposed Federal Action, are provided in the Final EA and are listed below:

- Extension of Taxiway F by approximately 3,000 feet to provide access to the proposed deice pad
- Construction of a new 3,100 foot long crossfield taxiway to connect Taxiway C and Taxiway E/F on the south side of the airfield to prevent departing aircraft on Runway 18L/36R from exceeding the holdover time after deicing
- Construction of a new 2,500 foot long service road parallel to the new crossfield taxiway connecting the east apron area to the new deice pad to provide additional access to the proposed deice pad
- Construction of new apron lighting, taxiway edge and centerline lighting, and additional roadway lighting on Yorkmont Road and under-bridge lighting at the taxiway bridge
- Realignment of Yorkmont Road to ensure constructability of the crossfield taxiway and service road bridge to preserve access to the South Cargo Ramp area
- Clearing and grading of approximately 50 acres to provide a designated construction staging area
- Demolition of Building 206 and the former Robert McGinn House located in the south airfield to allow for construction of the Proposed Action
- Excavation of approximately 2 million square feet in the west airfield area to provide fill for the construction of the new deice pad
- Construction of an open detention pond south of Byrum Drive for stormwater management.

### **III. Purpose and Need**

The FAA has determined that the purpose and need of the Proposed Action is to provide a centralized deice facility at CLT that complies with FAA guidance and improves the efficiency of deicing operations and deicing fluid runoff collection. The primary need for the Proposed Action is that the Airport is lacking a deice pad location in a centralized and efficient area on the airfield. CLT currently utilizes three areas for deicing aircraft, including Runway 05/23, the northwest ramp located west of Concourse A, and the south cargo ramp (see Exhibit 2-1 in the EA). None of these locations is intended for deicing operations nor are they located in efficiently accessed areas on the airfield. This current deice arrangement is not efficient and creates congestion on the airfield. A centrally located deice pad would address these inefficiencies.

### **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. The alternatives evaluated for this Environmental Assessment (EA) are listed below.

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

#### **Other Alternatives Considered**

Additional alternatives were considered for the project, which include the construction of a deice pad in the following areas: the Central Terminal Area, the Airline Maintenance Facility, the South Cargo Area, the East Airfield (including the General Aviation ramp and the NC Air National Guard ramp), and the West Airfield between Runway 18C/36C and Runway 18R/36L. These alternatives were eliminated, because they failed to meet the Purpose and Need for this project.

### **V. Environmental Impacts**

The EA analyzed all environmental categories based on FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Projects*. As a result of the Proposed Action, no adverse environmental impacts are anticipated for the following categories: Coastal Resources; DOT Section 4(f); Farmlands; Land Use; Natural Resources and Energy Supply; Socioeconomic Impacts, Environmental Justice, Children's Health and Safety Risk; Lighting and Visual Effects; and Wild and Scenic Rivers. 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.

### **V A. Air Quality and Climate**

Construction of the Proposed Action would result in air emissions from construction activities. Estimations of total emissions from the proposed construction activities were found to be below the *de minimis* threshold levels for those evaluated air pollutants. Since construction emissions are less than the *de minimis* thresholds, additional air quality analyses are not required under the General Conformity Rule, and the Proposed Action is assumed to conform to the State Implementation Plan. Also, significant degradation to the regional climate is not anticipated as a result of this project.

### **V B. Biological Resources**

Biological surveys of the proposed project area indicated that potentially suitable habitat for certain threatened or endangered species exists within the project site. However, the habitat assessment did not reveal the presence of Michaux's sumac or the Schweinitz's sunflower, both endangered species. The site surveys also determined that the project area also contains suitable summer habitat for the northern long-eared bat, which is a threatened species. Consequently, the Airport plans to minimize potential adverse impacts to the northern long-eared bats by avoiding tree clearing activities during the maternity roosting season, which is May 15-August 15. Therefore, the implementation of the Proposed Action is not likely to adversely affect federally threatened or endangered species.

### **V C. Hazardous Waste, Solid Waste, and Pollution Prevention**

Long-term adverse impacts from the generation of hazardous or solid wastes are not expected to occur with this project. However, short-term temporary impacts may potentially result from the demolition of two vacant structures, the former Robert McGinn House and Building 206. Because these are older structures, they may contain lead and asbestos-containing materials (ACMs). If these or other hazardous materials are found in the buildings, removal and disposal would take place in accordance with applicable regulatory requirements. Solid waste generated at the project site would include soil from the construction, building materials, and other construction debris. Recycling and disposal of solid wastes would occur in compliance with all federal, state, and local regulations. BMPs identified in the Airport's Stormwater Pollution Prevention Plan (SWPPP) will be implemented during construction of the Proposed Action.

### **V D. Historical, Architectural, Archeological and Cultural Resources**

Surveys of the proposed project site indicated that only one potentially historic structure was found within the APE, the former Robert McGinn House. Even though the structure is extant, it did not maintain the integrity needed for eligibility. So, the property was not recommended for NRHP eligibility. Archeological field investigations at the project area resulted in the identification of ten archeological sites, none of which met the NRHP eligibility criteria. Therefore, a finding of no historic properties affected was made.

## **V E. Noise and Compatible Land Use**

The Proposed Action will not result in a change in operations, change of fleet mix, the addition of new flight tracks, or aircraft noise impacts at the airport. The Proposed Action will, however, create a temporary increase in noise due to the construction of the deice pad and its connected actions. Because major construction activities would be limited to daylight hours, significant noise impacts are not expected to occur with the implementation of the Proposed Action.

## **V F. Water Resources**

Potential adverse environmental impacts to wetlands, floodplains, surface water, and groundwater resources were evaluated for the project site. An aquatic delineation indicated that the Proposed Action would result in permanent impacts to approximately 4,435 linear feet of streams and to 0.14 acres of wetlands. Permits and mitigation requirements will be determined in coordination with the USACE. In addition to wetlands and streams, the Proposed Action would impact approximately 17 acres of a 100-year floodplain with the construction of the deice pad and detention pond. However, construction would take place only with approvals from both FEMA and from the Floodplain Administrator. Because of an estimated 46-acre increase in impervious surface that will result from construction and implementation of the Proposed Action, increases in surface water runoff is expected. The Airport plans to construct a detention basin to accommodate the increases in stormwater runoff. Also, groundwater on Airport property is not a public resource and is not be used for public drinking water. Therefore, no significant impacts related to groundwater resources would occur from implementation of the Proposed Action.

## **VI. Environmental Mitigation**

Wetlands and stream mitigation is required for implementation of the Proposed Action. Compensatory mitigation will be required as determined by the USACE. Compensatory mitigation for all permanent impacts is expected to be secured through the purchase of stream and wetlands mitigation credits from either the City of Charlotte's Stream and Wetland Mitigation Bank or the North Carolina Division of Mitigation Services (DMS) In-Lieu Fee Program. Mitigation, in the form of a new detention basin, is planned to address the increase in stormwater runoff that will result from the addition of impervious surface at the Airport from the Proposed Action.

### **VI A. Permits and Certifications**

Prior to construction and operation of the deice pad and its connected actions, the Airport would have to obtain permits from federal, state, and local agencies. The permits or certifications could include:

1. NPDES Stormwater General Permit
2. NCDEQ Sedimentation Erosion Control Permit

3. NCDEQ 401 Water Quality Certification
4. USACE Section 404 Permit
5. City of Charlotte Stormwater Permit
6. City of Charlotte Floodplain Development Permit
7. Mecklenburg County Building 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:

Wetlands: The Proposed Action would require that a total of 0.14 acres of wetlands be filled during construction, as well as permanent impacts to 4,435 linear feet of streams. The filling of the wetlands and the impacts to streams will require coordination with the USACE to obtain a permit, as well as compensatory mitigation. The final quantity of compensatory mitigation credits would be determined from final construction plans and discussions with the USACE.

Surface Waters: The Proposed Action would result in the addition of approximately 46 acres of impervious surface. Mitigation of the excess stormwater runoff is expected to be addressed with the construction of a new detention basin located downstream of the deicing pad.

Floodplains: Because a portion of the proposed project area is located within the 100-Year Floodplain, mitigation of potential adverse impacts is required. Mitigation of the impacted floodplains would be accomplished by the construction and operation of a stormwater detention area with sufficient capacity to offset the increase in impervious surface that results from implementation of the Proposed Action. Additional mitigation actions include culverting Coffey Creek.

## **VII. Public Involvement**

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

- Federal Aviation Administration
- U.S. EPA Region 4
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- N.C. State Historic Preservation Office
- N.C. Environmental Review Clearinghouse
- City of Charlotte Department of Transportation

A public notice was published in the *Charlotte Observer* on April 10, 2020, advertising an opportunity for the public to request a public meeting and the availability of the Draft EA for public review. Written comments were accepted through May 11, 2020. No

