APPENDIX A

Agency and Public Involvement

Environmental Impact Statement Scoping Scoping Report and Associated Materials

Appendix A: Notice of Intent and Notice of **Comment Period Extension**

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an **Environmental Impact Statement (EIS)** for Proposed Capacity Enhancements and Other Improvements at Charlotte **Douglas International Airport,** Charlotte, Mecklenburg County, NC

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an EIS, open a public scoping comment period, and hold agency and public scoping meetings.

SUMMARY: This Notice provides information to Federal, state, and local agencies; Native American tribes; and other interested persons regarding the FAA's intent to prepare an EIS to evaluate the potential impacts of the City of Charlotte Aviation Department's (Department's) proposal to construct capacity enhancements and other improvements at Charlotte Douglas International Airport in Charlotte, NC. The Department has initially identified the following four main elements of the Proposed Action: (1) Fourth Parallel Runway 1–19 and End-Around Taxiways; (2) Concourse B and Ramp Expansion; (3) Concourse C and Ramp Expansion; and (4) Daily North Parking Deck. The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action, including related activities and actions connected to the Proposed Action. To ensure that all significant issues related to the Proposed Action are identified, two (2) public scoping meetings and two (2) governmental agency scoping meetings will be held.

The FAA is the lead agency for the preparation of the EIS. Cooperating Agencies will be identified during the agency scoping process. The FAA intends to use the preparation of this EIS to comply with other applicable environmental laws and regulations as identified through the environmental analysis. The FAA will provide more specific public notice of the environmental laws, regulations and executive orders being satisfied through the EIS as the environmental consequences of the proposed project and its alternatives are better understood.

DATES: The FAA invites interested agencies, organizations, Native American tribes, and members of the public to submit comments or suggestions to assist in identifying

significant environmental issues and in determining the appropriate scope of the EIS. The public scoping comment period starts with the publication of this Notice in the **Federal Register**. Comments must be received by May 7, 2018.

ADDRESSES: Comments, statements, or questions concerning the EIS scope or process should be mailed to: Ms. Kristi Ashley, FAA Environmental Specialist, Memphis Airports District Office, 2600 Thousand Oaks Blvd., Suite 2250, Memphis, TN 38118. Comments can also be sent by email to CLTEIS@ faa.gov.

SUPPLEMENTARY INFORMATION: The purpose of this notice is to inform Federal, state and local government agencies and the public of the intent to prepare an EIS and to conduct public and agency scoping process. Information, data, opinions and comments obtained throughout the scoping process will be considered in preparing the draft EIS.

The FĂA will prepare the EIS in accordance with the National Environmental Policy Act (NEPA; 42 United States Code 4321 et seq.), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations parts 1500-1508), FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.

The EIS will evaluate the potential impacts of the Department's proposal to construct capacity enhancements and other improvements at Charlotte Douglas International Airport in Charlotte, North Carolina. The Department has initially identified the following four main elements of the Proposed Action: (1) Fourth Parallel Runway 1–19 and End-Around Taxiways; (2) Concourse B and Ramp Expansion; (3) Concourse C and Ramp Expansion; and (4) Daily North Parking Deck. The Fourth Parallel Runway I–19 and End-around Taxiways would entail construction of an approximately 12,000-foot runway located between existing Runway 18C-36C and Runway 18R–36L, along with associated taxiways (partial north End-Around Taxiway, full south End-Around Taxiway, parallel, high-speed exit and connector taxiways). Construction of the new runway along with terminal and ramp expansion projects would require the decommissioning of Runway 5-23 and relocation of West Boulevard. The Concourse B and Ramp Expansion

would entail extending Concourse B to the west, creating 10-12 additional gates. The Concourse C and Ramp Expansion would entail extending Concourse C to the east, creating 10–12 additional gates. The Daily North Parking Deck would entail construction of a parking deck north of passenger terminal parking facilities.
Within the EIS, the FAA proposes to

consider a range of reasonable alternatives that could potentially meet the purpose and need for the project being proposed at Charlotte Douglas International Airport. The EIS will include the evaluation of a No Action Alternative and other reasonable alternatives that may be identified, such as use of other airports or other modes of transportation, during the NEPA

process, including scoping.

The potential environmental impacts of all proposed construction and operational activities will be analyzed in the EIS. The EIS will evaluate the potential environmental impacts associated with air quality; biological resources (including fish, wildlife, and plants); climate; properties protected under 49 U.S.C. 303(c), known as "Section 4(f)" of the Department of Transportation Act of 1966 (including publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites); farmlands; ground transportation; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological, and cultural resources; land use; natural resources and energy supply; noise and noisecompatible land use; socioeconomics, environmental justice, and children's health and safety risks; visual effects; water resources (including wetlands, floodplains, surface waters, groundwater, and Wild and Scenic rivers). This analysis will include an evaluation of potential direct and indirect impacts, and will account for cumulative impacts from other relevant activities in the vicinity of the Charlotte Douglas International Airport.

Public and agency scoping meetings will be conducted to identify any significant issues associated with the Proposed Action. Two governmental agency scoping meetings for Federal, state, and local regulatory agencies which have jurisdiction by law or special expertise with respect to any potential environmental impacts associated with the Proposed Action will be held in Raleigh and Charlotte,

Two public scoping meetings for the general public will be held to solicit input on potential issues that may need to be considered in the EIS. The first

public scoping meeting will be held at 7:00 p.m. on Tuesday, April 24, 2018 at the Embassy Suites located at 4800 S. Tryon St, Charlotte, NC 28217. The second public scoping meeting will be held at 7:00 p.m. on Thursday, April 26, 2018 at the West Mecklenburg High School Cafeteria, located at 7400 Tuckaseegee Rd, Charlotte, NC 28214. For both meetings, the format will include an open-house workshop followed by a public comment period. During the public comment period, members of the public may provide up to a 3-minute statement. Oral comments will be transcribed by a stenographer. All comments received during the 45day scoping comment period be considered in the preparation of the EIS, regardless of whether the comment is provided orally or in writing.

More information on the Proposed Action and the NEPA process is available on the project website at: www.clteis.com.

Issued in Memphis, TN, on March 12, 2018.

Phillip J. Braden,

Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 2018-05583 Filed 3-21-18; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

One Hundred and First RTCA 159 Plenary

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

ACTION: One Hundred and First RTCA 159 Plenary.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of One Hundred and First RTCA 159 Plenary.

DATES: The meeting will be held May 03, 2018 10:00 a.m.–12:00 p.m. EDT.

ADDRESSES: The meeting will be held at: Virtual: https://rtca.webex.com/rtca/j.php?MTID=m898a2c3d9227c3b790bf19f89196dd35, Meeting number (access code): 639 753 422, Meeting password: Sc-159 101!.

FOR FURTHER INFORMATION CONTACT:

Karan Hofmann at *khofmann@rtca.org* or 202–330–0680, or The RTCA Secretariat, 1150 18th Street NW, Suite 910, Washington, DC 20036, or by telephone at (202) 833–9339, fax at (202) 833–9434, or website at *http://www.rtca.org.*

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal

Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., App.), notice is hereby given for a meeting of the One Hundred and First RTCA 159 Plenary. The agenda will include the following:

- 1. INTRODUCTORY REMARKS: DFO, RTCA AND CO-CHAIRS
- 2. APPROVAL OF SUMMARIES OF PREVIOUS MEETING: ONE HUNDREDTH MEETING HELD MARCH 16, 2018 (RTCA PAPER NO. 075–18/SC159–1071)
- 3. REVIEW OF GNSS L1/L5 ANTENNA MOPS FINAL REVIEW AND COMMENT (FRAC) ACTIVITIES
- 4. DECISION TO APPROVE RELEASE OF GNSS L1/L5 ANTENNA MOPS FOR PRESENTATION TO PROGRAM MANAGEMENT COMMITTEE FOR PUBLICATION
- 5. GPS/INTERFERENCE (WG–6): UPDATE REGARDING TAKING DRAFT DO–292 REVISION INTO FINAL REVIEW AND COMMENT (FRAC)
- 6. DISCUSSION OF TERMS OF REFERENCE UPDATES
- 7. ACTION ITEM REVIEW
- 8. ASSIGNMENT/REVIEW OF FUTURE WORK
- 9. OTHER BUSINESS
- 10. DATE AND PLACE OF NEXT MEETING
- 11. ADJOURN

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the FOR FURTHER INFORMATION CONTACT section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC on March 19, 2018.

Michelle Swearingen,

Systems and Equipment Standards Branch, AIR-6B0, Policy and Innovation Division, AIR-600, Federal Aviation Administration. [FR Doc. 2018-05808 Filed 3-21-18; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2017-0057]

Qualification of Drivers; Exemption Applications; Hearing

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT. **ACTION:** Notice of final disposition.

SUMMARY: FMCSA announces its decision to exempt 46 individuals from the hearing requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) to operate a commercial motor vehicle (CMV) in interstate commerce. The exemptions enable these hard of hearing and deaf individuals to operate CMVs in interstate commerce. **DATES:** The exemptions were applicable on February 19, 2018. The exemptions expire on February 19, 2020.

FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366–4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE, Room W64–224, Washington, DC 20590–0001. Office hours are from 8:30 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Docket Services, telephone (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Electronic Access

You may see all the comments online through the Federal Document Management System (FDMS) at: http://www.regulations.gov.

Docket: For access to the docket to read background documents or comments, go to http://www.regulations.gov and/or Room W12–140 on the ground level of the West Building, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., e.t., Monday through Friday, except Federal holidays.

Privacy Act: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to http://www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at http://www.dot.gov/privacy.

II. Background

On January 16, 2018, FMCSA published a notice announcing receipt of applications from 46 individuals requesting an exemption from the hearing requirement in 49 CFR 391.41(b)(11) to operate a CMV in interstate commerce and requested comments from the public (83 FR 2314). The public comment period ended on February 15, 2018, and no comments were received.

FMCSA has evaluated the eligibility of these applicants and determined that granting exemptions to these

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration [Summary Notice No. PE-2018-45]

Petition for Exemption; Summary of **Petition Received**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption

received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of the FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number involved and must be received on or before June 14, 2018.

ADDRESSES: Send comments identified by docket number FAA-2018-0339 using any of the following methods:

- Federal eRulemaking Portal: Go to http://www.regulations.gov and follow the online instructions for sending your comments electronically.
- Mail: Send comments to Docket Operations, M-30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.
- Hand Delivery or Courier: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- Fax: Fax comments to Docket Operations at 202-493-2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to http://www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at http://www.dot.gov/ privacy.

Docket: Background documents or comments received may be read at http://www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the

West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Mark Forseth, AIR-673, Federal Aviation Administration, 2200 S. 216th St., Des Moines, WA 98198-6547, email mark.forseth@faa.gov, phone (206) 231-3179; or Alphonso Pendergrass, ARM-200, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, email alphonso.pendergrass@ faa.gov, phone (202) 267-4713.

This notice is published pursuant to

14 CFR 11.85.

Issued in Renton, Washington.

Victor Wicklund,

Manager, Transport Standards Branch.

Petition For Exemption

Docket No.: FAA-2018-0339. Petitioner: Airbus SAS. Section of 14 CFR Affected: § 25.807(g)(7).

Description of Relief Sought: Allow more than the regulatory combined maximum number of 70 passenger seats for all Type III exits when the mid-cabin door (Door 3) is de-rated to a Type III exit.

[FR Doc. 2018-11198 Filed 5-24-18; 8:45 am] BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Additional Public Comment Period—Notice of Intent To Prepare an **Environmental Impact Statement (EIS)** for Proposed Capacity Enhancements and Other Improvements at Charlotte **Douglas International Airport,** Charlotte, Mecklenburg County, NC

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of additional 45-day public comment period, and correction of the previous email address for submission of public and agency comments for the Notice of Intent to prepare an EIS at Charlotte Douglas International Airport, Charlotte, Mecklenburg County, NC.

SUMMARY: This Notice provides an additional 45-day public comment period, and correction of the previous incorrect email address for submission of public and agency comments. The previous email address, CLTEIS@faa.gov was incorrect. All agency and public comments should be submitted to the correct email address, 9-ASO-CLTEIS@

faa.gov. The FAA requests that all submissions to the previous incorrect email address be resubmitted to the new address. This Notice also provides information to Federal, state, and local agencies; Native American tribes; and other interested persons regarding the FAA's intent to prepare an EIS to evaluate the potential impacts of the City of Charlotte Aviation Department proposal to construct capacity enhancements and other improvements at Charlotte Douglas International Airport in Charlotte, NC. The Department has initially identified the following four main elements of the Proposed Action: (1) Fourth Parallel Runway 1-19 and End-Around Taxiways; (2) Concourse B and Ramp Expansion; (3) Concourse C and Ramp Expansion; and (4) Daily North Parking Deck. The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action, including related activities and actions connected to the Proposed Action.

The FAA is the lead agency for the preparation of the EIS. Cooperating Agencies will be identified during the process. The FAA intends to use the preparation of this EIS to comply with other applicable environmental laws and regulations as identified through the environmental analysis. The FAA will provide more specific public notice of the environmental laws, regulations and executive orders being satisfied through the EIS as the environmental consequences of the proposed project and its alternatives are better understood.

DATES: The FAA invites interested agencies, organizations, Native American tribes, and members of the public to submit comments or suggestions to assist in identifying significant environmental issues and in determining the appropriate scope of the EIS. The additional 45 day public comment period starts with the publication of this Notice in the Federal **Register**. Comments must be received by

July 9, 2018.

ADDRESSES: Comments, statements, or questions concerning the EIS scope or process should be mailed to: Mr. Tommy L. Dupree, Assistant Manager, FAA, Memphis Airports District Office, 2600 Thousand Oaks Blvd., Suite 2250, Memphis, TN 38118. Comments can also be sent by email to 9-ASO-CLTEIS@ faa.gov.

SUPPLEMENTARY INFORMATION: The purpose of this notice is to inform Federal, state and local government agencies and the public of the additional 45-day public comment

period, correction of a previous incorrect email address, and the FAA's intent to prepare an EIS. Information, data, opinions and comments obtained will be considered in preparing the draft EIS.

The FAA will prepare the EIS in accordance with the National Environmental Policy Act (NEPA; 42 United States Code 4321 et seq.), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations parts 1500–1508), FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.

The EIS will evaluate the potential impacts of the Department's proposal to construct capacity enhancements and other improvements at Charlotte Douglas International Airport in Charlotte, North Carolina. The Department has initially identified the following four main elements of the Proposed Action: (1) Fourth Parallel Runway 1–19 and End-Around Taxiways; (2) Concourse B and Ramp Expansion; (3) Concourse C and Ramp Expansion; and (4) Daily North Parking Deck. The Fourth Parallel Runway I-19 and End-around Taxiways would entail construction of an approximately 12,000-foot runway located between existing Runway 18C-36C and Runway 18R-36L, along with associated taxiways (partial north End-Around Taxiway, full south End-Around Taxiway, parallel, high-speed exit and connector taxiways). Construction of the new runway along with terminal and ramp expansion projects would require the decommissioning of Runway 5-23 and relocation of West Boulevard. The Concourse B and Ramp Expansion would entail extending Concourse B to the west, creating 10-12 additional gates. The Concourse C and Ramp Expansion would entail extending Concourse C to the east, creating 10–12 additional gates. The Daily North Parking Deck would entail construction of a parking deck north of passenger terminal parking facilities.

Within the EIS, the FAA proposes to consider a range of reasonable alternatives that could potentially meet the purpose and need for the project being proposed at Charlotte Douglas International Airport. The EIS will include the evaluation of a No Action Alternative and other reasonable alternatives that may be identified, such as use of other airports or other modes of transportation, during the NEPA process.

The potential environmental impacts of all proposed construction and operational activities will be analyzed in the EIS. The EIS will evaluate the potential environmental impacts associated with air quality; biological resources (including fish, wildlife, and plants); climate; properties protected under 49 U.S.C. 303(c), known as "Section 4(f)" of the Department of Transportation Act of 1966 (including publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites); farmlands; ground transportation; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological, and cultural resources; land use; natural resources and energy supply; noise and noisecompatible land use; socioeconomics, environmental justice, and children's health and safety risks; visual effects; water resources (including wetlands, floodplains, surface waters, groundwater, and Wild and Scenic rivers). This analysis will include an evaluation of potential direct and indirect impacts, and will account for cumulative impacts from other relevant activities in the vicinity of the Charlotte Douglas International Airport.

More information on the Proposed Action and the NEPA process is available on the project website at: www.clteis.com.

Tommy L. Dupree,

Acting Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 2018–11202 Filed 5–24–18; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Safety Management Systems for Part 121 Certificate Holders

AGENCY: Federal Aviation Administration (FAA), DOT. **ACTION:** Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The collection involves safety data and analysis by part 121 Certificate Holders required by regulation to implement a Safety

Management System (SMS). The Certificate Holder will use the data it collects to identify hazards and instances of non-compliance with requirements and standards. The safety policy, outputs of safety risk management and safety assurance processes, and training and communications records will be kept by the Certificate Holder and used in its SMS. The Certificate Holder will also use the data, records, and documentation to show compliance with regulations. However, none of these data, records, or documents will be submitted to FAA.

DATES: Written comments should be submitted by July 24, 2018.

ADDRESSES: Send comments to the FAA at the following address: Barbara Hall, Federal Aviation Administration, ASP–110, 10101 Hillwood Parkway, Fort Worth, TX 76177.

FOR FURTHER INFORMATION CONTACT: Barbara Hall by email at: Barbara.L.Hall@faa.gov; phone: 940– 594–5913.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility, and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

OMB Control Number: 2120–0763. Title: Safety Management Systems for Part 121 Certificate Holders.

Form Numbers: None.

Type of Review: Renewal of an information collection.

Background: Public Law required the FAA to initiate rulemaking requiring all part 121 air carriers to implement a Safety Management System (SMS). On March 9, 2018, all current part 121 Certificate Holders met the final compliance date to have a Safety Management System acceptable to the Administrator. There are four components to a Safety Management System: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. Collection and analysis of safety data and concomitant records is an essential part of a properly functioning SMS. Safety Policy establishes the foundation for the SMS. Safety Risk Management determines and identifies hazards in an aviation

Appendix B: Scoping Overview



CLT Charlotte Douglas International Airport

Environmental
Impact Statement
Scoping Overview









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What is the National Environmental Policy Act (NEPA)?

NEPA is a federal statute that requires federal agencies to evaluate the potential environmental effects of a proposed project, and inform and involve the public before making decisions.





Overview



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The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of Charlotte Douglas International Airport's (CLT) proposal to construct a fourth parallel runway and other projects. The CLT EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the proposal.

The EIS will be conducted in accordance with the National Environmental Policy Act (NEPA); Council on Environmental Quality (CEQ) Regulations (Title 40 of the Code of Federal Regulations, Parts 1500-1508); and other applicable FAA orders, directives, and guidance.

Scoping is one of the first steps of the NEPA process. It allows the public and government agencies to learn about the Proposed Project and help define the scope of the EIS by suggesting alternatives that meet its purpose and need and by raising concerns and issues.

What is the Proposed Project?

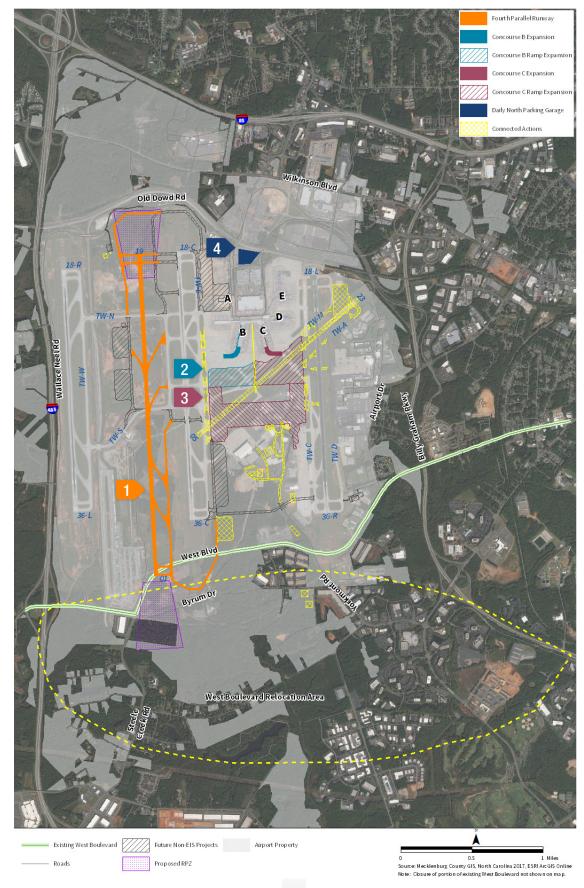
- 1. Fourth Parallel Runway 1-19 and End Around Taxiways: Construction of a 12,000-foot runway. The airport's preferred location is between existing center runway, 18C-36C, and west runway 18R-36L. The project also includes associated taxiways, including a partial north End Around Taxiway, a full south End Around Taxiway, and parallel, high-speed exit and connector taxiways.
- 2. Concourse B and Ramp Expansion: Extending Concourse B to the west, creating 10 to 12 additional gates and expanding the ramp to support the Concourse B expansion and additional gates.
- 3. Concourse C and Ramp Expansion: Extending Concourse C to the east, creating 10 to 12 additional gates. Ramp expansion associated with Concourse C is needed to facilitate aircraft movement between the east and west airfield outside of the immediate terminal ramp.
- **4. Daily North Parking Garage:** Construction of a parking deck at the north entrance of the Airport.

The project includes relocating West Boulevard and decommissioning of crosswind Runway 5-23.

Charlotte-Douglas International Airport (CLT or the Airport), located in Charlotte, North Carolina is the 6th busiest airport in the United States.



Four Primary Project Elements that Make Up the Proposed Action



Why is the Proposed Project Needed?

Charlotte Douglas International Airport (CLT) in North Carolina, is the sixth busiest airport in the United States. The FAA forecasts that flights at CLT will grow at an average rate of almost 1.85 percent annually, from more than 545,000 flights in 2016 to 745,000 flights in 2033 and from 21.7 million enplanements to 31.5 million enplanements during the same timeframe.

Charlotte's Airport Capacity Enhancement Plan (ACEP) recommended that the City of Charlotte complete airfield and terminal improvements by 2028 to accommodate future aviation demand at CLT. Current airfield, terminal, aircraft gate area, and vehicle parking facilities at CLT have limitations that make it challenging for the airport, which operates as a major airline hub. These limitations result in excessive congestion and delays. Improvement of these areas is proposed to address increasing congestion and delays.

What are the Roles of the FAA and the City of Charlotte in Preparing the EIS?

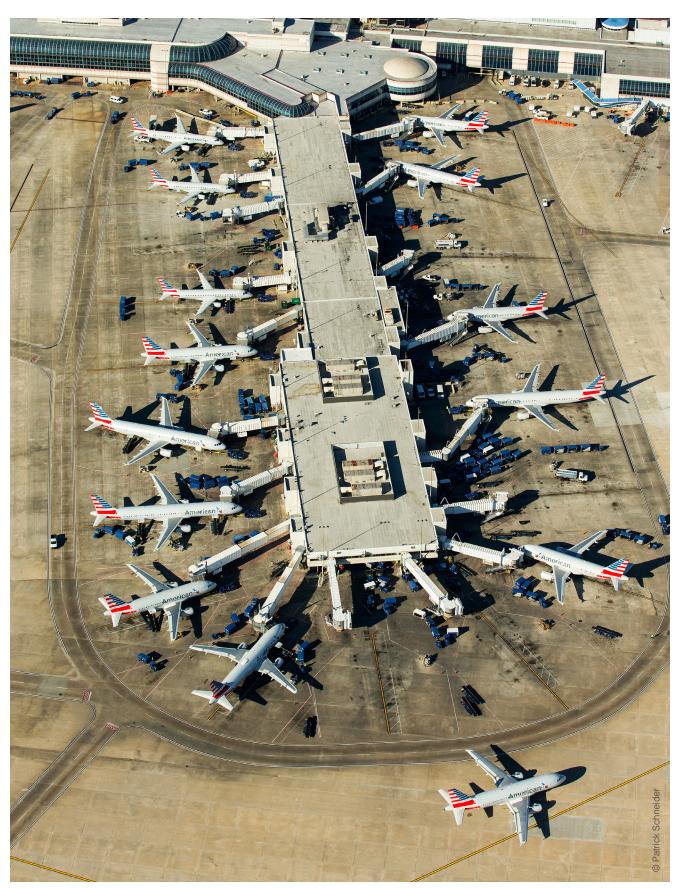
The FAA is the lead federal agency for the

EIS. The FAA is responsible for complying with NEPA and other environmental laws, regulations, and orders. As part of the process for preparing an EIS, the FAA must consider and disclose the potential impacts of a proposed action and its alternatives on the quality of the human environment.

The City of Charlotte is the owner and operator of the Airport and is the Project

Sponsor. The City of Charlotte not the FAA, is responsible for proposing airport development projects, such as the Proposed Project that will be examined in the EIS. The Federal Aviation Act of 1958 requires the Project Sponsor to obtain FAA approval to construct the Proposed Project at the Airport.





Aerial view of Concourse C at CLT

What is the NEPA Process for the Proposed Project?

What is NEPA?

NEPA is a federal statute that requires federal agencies to evaluate the potential environmental effects of a proposed project, and inform and involve the public before making decisions.

What is an EIS?

An EIS is a detailed written statement that defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of, and identifies measures that may mitigate the effects of, a proposed project. An EIS also considers a "no action" alternative. The FAA published in the Federal Register on March 22, 2018, a Notice of Intent (NOI) to prepare an EIS, open a comment period, and hold agency and public scoping meetings.

What Areas Could Be Affected?

The Study Area is the geographic area that the Proposed Project could affect (see page 8).

What will the EIS Analyze?

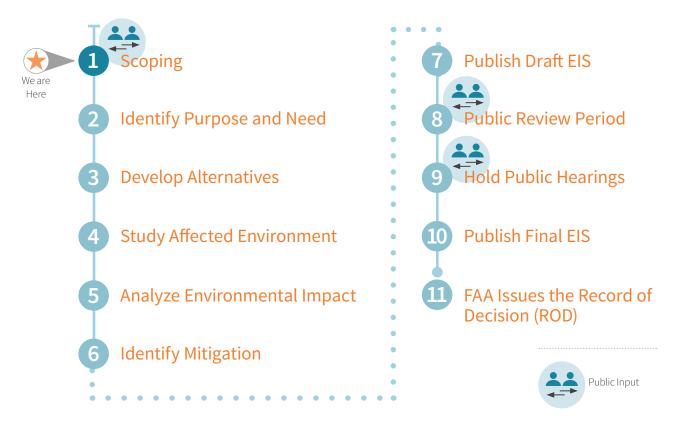
The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Project. As outlined in FAA Order 1050.1F, the EIS will consider impacts to the following resources:

- » Air quality
- » Biological resources
- » Climate
- » Farmlands
- » Ground transportation
- » Hazardous materials, solid waste, and pollution prevention
- » Historical, architectural, archeological, and cultural resources
- » Land use
- » Natural resources and energy supply
- » Noise and noise-compatible land use
- » Resources protected under the Department of Transportation Act, 49 U.S.C. §303(c) (known as "Section 4(f)" resources)
- » Socioeconomics, Environmental justice, and children's environmental health and safety risks
- » Visual effects
- » Water resources

What are the Next Steps?

The FAA will review all comments and input provided during the scoping process. The FAA will then begin the technical studies to develop the Draft EIS. The FAA will hold public hearings on the Draft EIS and again consider public comments before issuing the Final EIS and Record of Decision (ROD).

NEPA Process for the EIS



Scoping

Begins with publication of the Notice of Intent in the Federal Register. Scoping is an early and open process for determining the scope of issues to be addressed in an EIS and identifying the significant issues related to a Proposed Project.

2 Identify Purpose and Need

Defines the problem being addressed and describes the desired outcomes of the Proposed Project.

3 Develop Alternatives

Identifies the range of reasonable and feasible alternatives that will be rigorously explored and objectively evaluated in the EIS. Alternatives eliminated from detailed study, and the reasons for their elimination, will also be discussed.

Study Affected Environment

Documents existing conditions within the Project Study Area.

5 Analyze Environmental Impact

Evaluates the potential direct, indirect, and cumulative impacts of the Proposed Project and alternatives.

6 Identify Mitigation

Identifies measures to avoid, minimize, or mitigate any potential significant impacts.

7 Publish Draft EIS

Identifies and describes the Proposed Project; Purpose and Need; Alternatives; Affected Environment; Environmental Impact Analysis; and Mitigation Measures. The Draft EIS also identifies any special purpose environmental laws that apply to the Project and demonstrates how the FAA will comply with those laws.

8 Public Review Period

The public review period begins with publication of the Notice of Availability in the Federal Register. The public review period, which will be at least 45 days, allows interested parties and members of the public to review and comment on the scope and content of the Draft EIS.

9 Hold Public Hearings

Provides opportunity for the public to learn about and discuss the Proposed Project with technical experts and provide oral or written comments on the Draft EIS.

10 Publish Final EIS

Responds to public and agency comments on the Draft EIS, identifies the preferred alternative, and presents the final evaluation of potential impacts and mitigation measures.

FAA Issues the Record of Decision (ROD)

Identifies the alternative the FAA has selected for implementation by the Project Sponsor, provides the rationale for the selected alternative, and documents required mitigation measures. Issuance of the ROD is the final step in the NEPA process.

Generalized Study Area

Generalized Study Area
Airport Property



What is the Schedule for the Proposed Project?

The following graphic identifies the major milestones and anticipated time frames for the Proposed Project.



What are the Opportunities for Providing Input and Reviewing Additional Information?



Members of the public may submit questions and comments to the FAA via:

Mail

Tommy L. Dupree, Assistant Manager

FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., STE 2250 Memphis, TN 38118-2462

Email

clteis@faa.gov

Web

www.regulations.gov

In person at the public meetings.

The public will have several opportunities to provide input and comments on the Proposed Project during the EIS process. Public input will provide valuable information to the FAA in its evaluation of alternatives, potential impacts, and possible mitigation measures.

The FAA will maintain an EIS website, www.CLTEIS.com, throughout the NEPA process with project updates, meeting information, status reports and schedules, study highlights, and other information. The FAA will also post reports generated during the EIS. The public may also download the EIS comment form and sign up for the EIS distribution list.



Appendix C: Agency Scoping Meeting Materials

- > Agency Scoping Email Invitation
- > Agency Scoping Meeting Presentation

Agency Scoping Email Invitation



Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118-2486

Phone: 901-322-8180

March 23, 2018

Agency Scoping Email Invitation

RE: Upcoming Agency Scoping Meetings for the Charlotte Douglas International Airport Environmental Impact Statement

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of the proposal by the City of Charlotte Aviation Department to construct capacity enhancements and other improvements at Charlotte Douglas International Airport (CLT). The FAA published in the Federal Register on March 22, 2018 a Notice of Intent to prepare an EIS, open a public scoping comment period, and hold agency and public scoping meetings.

The CLT EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Project, including related activities and actions considered connected to the Proposed Project. The FAA expects to complete the EIS in 2020.

The Proposed Project is made up of four primary Project Elements from the *Charlotte Douglas International Airport Improvement Program* (proposed for construction by 2028):

- Fourth Parallel Runway 1-19 and End Around Taxiways
- Concourse B and Ramp Expansion
- Concourse C and Ramp Expansion
- Daily North Parking Garage

Construction of the new runway along with terminal and ramp expansion projects would require the decommissioning of Runway 5-23 and relocation of West Boulevard. A Scoping Information Handout is attached to this email notification which provides additional details and background information on the Proposed Project.

In addition to the public scoping meetings identified in the NOI, the FAA is hosting two agency scoping meetings. Each meeting will include a brief presentation, an opportunity to review informational boards and speak with project team members, and a facilitated discussion.

Agency Scoping Meetings - please choose the meeting most convenient for you:

Monday, April 23, 2018 at 1:30 PM NCDOT Board Room 1 South Wilmington Street Raleigh, NC 27601 Tuesday, April 24, 2018 at 10:00 AM Embassy Suites 4800 S. Tryon Street Charlotte, N.C. 28217

Please review the NOI and Scoping Information Handout and determine the most appropriate attendee(s) from your agency. If you or members of your staff plan to attend one of the agency scoping meetings, please kindly respond by April 16, 2018 with the first and last name, phone number, email, and date of attendance for the individual(s) expected to participate. We look forward to your participation in the environmental review process and your agency's formal comments to be submitted in writing after the scoping meetings conclude. Written comments should be submitted to the FAA by May 7, 2018, at the following address:

Mr. Tommy L. Dupree, Assistant ADO Manager Federal Aviation Administration Memphis Airports District Office 2600 Thousand Oaks Blvd., STE 2250 Memphis, TN 38118-2462

Comments may also be submitted through the project email address at CLTEIS@faa.gov.

Please do not hesitate to contact me at (901) 322-8180 if you have any questions regarding the EIS scoping process.

Phillip J Braden

Sincerely

Manager, Memphis Airports District Office

Agency Scoping Meeting Presentation



Welcome to the CLT EIS Agency Scoping Meeting April 2018



Photo credit: Patrick Schneider



Agency Scoping Meeting April 2018

- Welcome and Introductions
- Project Presentation
- Review Informational Boards
- Discussion and Agency Feedback
- Closing Remarks



Roles and Responsibilities



- Lead Federal Agency
- Providing independent review
- Directing the EIS content and schedule
- Ensuring compliance with NEPA, Council on Environmental Quality NEPA regulations, FAA environmental orders, and other environmental requirements such as special purpose laws



City of Charlotte

- Project Sponsor
- Adhering to federal, state, and local laws and requirements
- Providing data to the Project Team
- Assisting the FAA, if requested, in public outreach efforts and engaging with the surrounding community during the NEPA public involvement process



Meeting Objectives

- Identify environmental review and consultation requirements
- Obtain input to help inform the scope and content of the EIS
- Establish two-way communication channels and provide opportunities for input
- Inform agencies of next steps in the EIS process and future opportunities for input



Presentation Overview

- Roles and Responsibilities
- CLT Overview
- Proposed Project Purpose and Need
- NEPA Process
- Proposed Project
- Alternatives
- Environmental Impact Categories/Specific Areas of Interest
- Environmental Resources
- Project Schedule
- Scoping Comments
- Discussion and Agency Feedback



Photo credit: Patrick Schneider



CLT Overview

- CLT is the 6th busiest airport in the U.S.
- Important hub connecting passengers to 134 domestic and 37 international destinations
- FAA forecasts that flights will grow at an average rate of almost 1.85 percent annually
 - 545,000 flights in 2016 → 745,000 flights in 2033
 - 21.7M enplanements in 2016 → 31.5M enplanements in 2033



Photo credit: Patrick Schneider



The Proposed Project is subject to review under the National Environmental Policy Act

- NEPA is a federal statute that requires federal agencies to evaluate the potential environmental effects of a proposed project, and inform and involve the public before making decisions. The Federal Aviation Administration (FAA) is the lead federal agency preparing an Environmental Impact Statement (EIS) for a Proposed Project at Charlotte Douglas International Airport (CLT).
- An EIS is a detailed written statement that defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of, and identifies measures that may mitigate the effects of a proposed project.



NEPA Process





The Proposed Project

The Proposed Project is comprised of four main Project Elements:

- 1. Fourth Parallel Runway 1-19 and End Around Taxiways
- 2. Concourse B and Ramp Expansion
- 3. Concourse C and Ramp Expansion
- 4. Daily North Parking Garage

The Proposed Project includes relocating West Boulevard and decommissioning of crosswind Runway 5-23.

Proposed Project Elements

Legend

Existing West Boulevard

---- Roads

Proposed RPZ

Airport Property

Proposed Project Elements

1 Fourth Parallel Runway

2 Concourse B Expansion

2 Concourse B Ramp Expansion

3 Concourse C Expansion

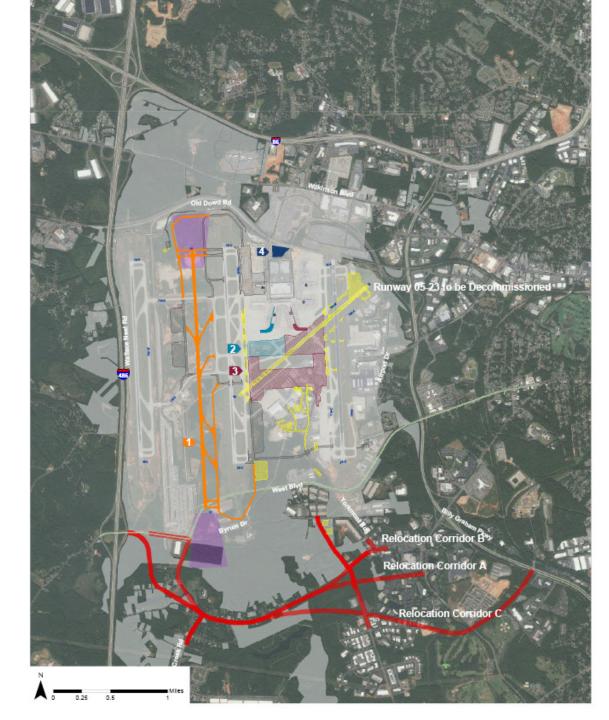
Concourse C Ramp Expansion

Daily North Parking Garage

Future Non-EIS Projects

Connected Actions

Possible West Boulevard Relocation Alignments





Proposed Action

Proposed Project Elements	Description
Fourth Parallel Runway 1-19 and End Around Taxiways	 ✓ Construct 12,000-foot runway and associated taxiways ✓ Improves airfield operations
Concourse B Expansion and Ramp	 ✓ Extend Concourse B to the west ✓ Create 10-12 additional gates ✓ Expand ramp to support concourse expansion and additional gates ✓ Relieves congestion, reduces delays, and enhances capacity
Concourse C Expansion and Ramp	 ✓ Extend Concourse C to the east ✓ Create 10-12 additional gates ✓ Expand ramp to support concourse expansion and additional gates ✓ Relieves congestion, reduces delays, and enhances capacity
Daily North Parking Garage	 ✓ Construct a parking garage at north entrance of Airport ✓ Enables increased parking capacity

Construction of the new runway along with terminal and ramp expansion projects would require decommissioning of Runway 5-23 and relocation of West Boulevard.



Alternatives

- Proposed Action the Proposed Action is the Airport's Proposed Project made up of several Project Elements.
- No Action Alternative the No Action Alternative serves as the baseline for assessing potential impacts. It assumes that only routine periodic maintenance and minor enhancement needed to maintain safe operations at the Airport would occur.
- Other Reasonable Alternatives the FAA will consider reasonable alternatives, including those suggested during the scoping process, and the use of other airports and other modes of transportation.
- **FAA Preferred Alternative** the FAA's Preferred Alternative will be identified in the Draft EIS.



No Action Alternative (2028)

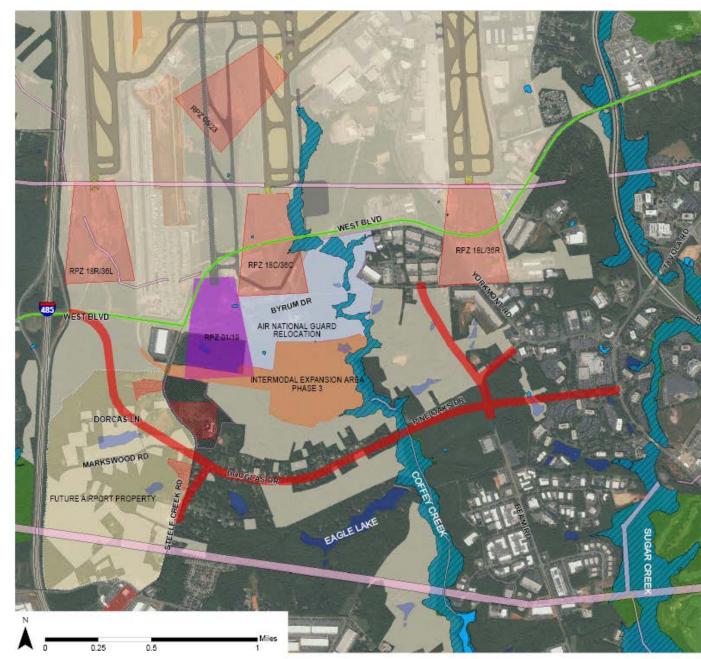
The Airport infrastructure would be similar to current day conditions **PLUS**

Other planned airport improvement projects for which the FAA has given NEPA approval but that may not yet be constructed.

Under this scenario, the Airport would continue to experience:

- Increases in delay per operation
- Exceedances in peak hour demand of the runway system
- Congestion and inefficient runway operations
- Inefficient runway operations
- Congestion in the terminal ramp and departure queuing area
- Overcrowded conditions in Concourses B and C
- Need for additional parking

West Boulevard Relocation Corridor A



Legend

NWI Wetlands and Ponds

FEMA 100 Year Floodplain

FEMA Floodway

Existing Airport Properties

Future Airport Property

Historic Cemeteries

Historic Properties

Intermodal

Parks / Recreation Areas

Existing RPZ

Proposed RPZ (Subject of EIS)

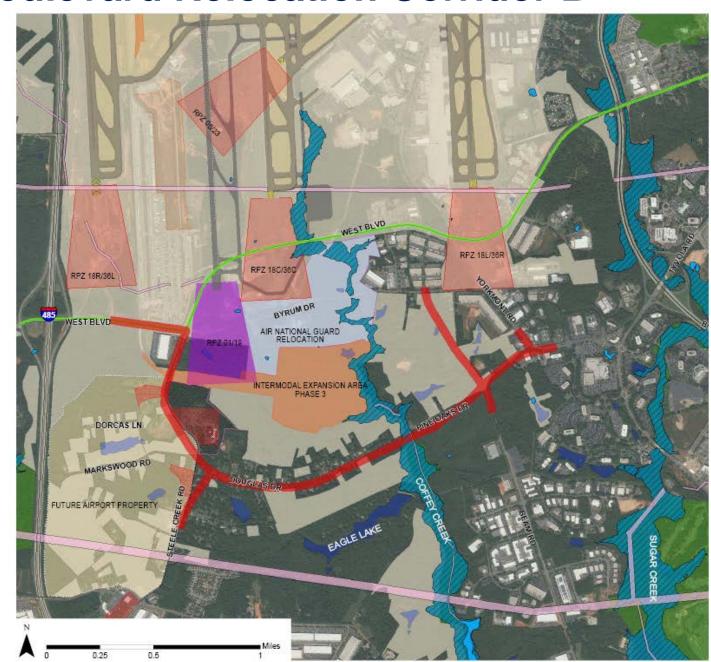
Air National Guard Relocation

Utility Easement

Corridor A

Existing West Boulevard

West Boulevard Relocation Corridor B



Legend

NWI Wetlands and Ponds

FEMA 100 Year Floodplain

FEMA Floodway

Existing Airport Properties

Future Airport Property

Historic Cemeteries

Historic Properties

Intermodal

Parks / Recreation Areas

Existing RPZ

Proposed RPZ (Subject of EIS)

Air National Guard Relocation

Utility Easement

Corridor B

Existing West Boulevard

West Boulevard Relocation Corridor C

Legend

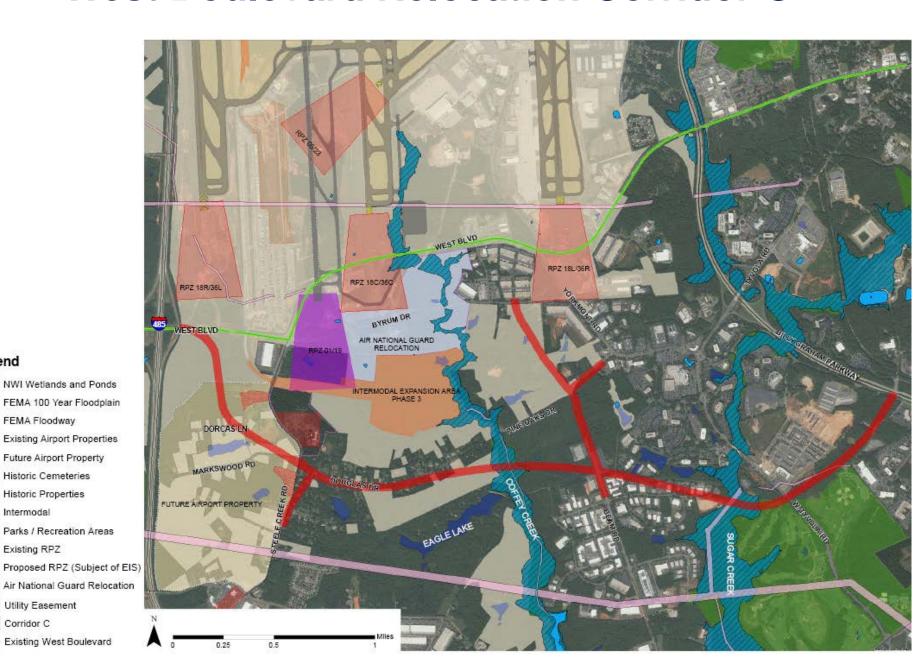
FEMA Floodway

Historic Properties

Intermodal

Existing RPZ

Utility Easement Corridor C





Environmental Impact Categories

- Air Quality
- Biological Resources (including fish, wildlife, and plants)
- Climate
- Department of Transportation Act,
 Section 4(f) Resources (including publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites)
- Farmlands
- Ground Transportation
- Hazardous Materials, Solid Waste, and Pollution Prevention

- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and Wild and Scenic Rivers)



Specific Areas of Interest

Agency	Area of Interest
U.S. Environmental Protection Agency	Air Quality; Water Resources; Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
NCDEQ – Division of Mitigation Services	Compensatory Mitigation for Water Resources
NCDEQ – Division of Energy, Mineral, and Land Resources	Construction Impacts; Erosion and Sediment Control
NCDEQ – Waste Management Inactive Hazardous Sites Branch	Hazardous Materials, Solid Waste, and Pollution Prevention
NC State Historic Preservation Office	Archeological Resources; Historic Buildings; Cumulative Impacts
NCDOT, CDOT	West Boulevard Relocation; Section 4(f) Resources

Environmental Resources

Legend

- Roads

— Existing West Boulevard

Airport Property

Environmental Justice Communities

Open Areas/ Parks

Wetlands

Water Resources

FEMA Floodplain

Hazardous Material Sites

National Register Eligible Site

National Register Individual Listing

Surveyed Historic Resource (status to be determined)

National Register Historic District

Local Historic Districts

Historic Cemeteries

Proposed Project Elements

1 Fourth Parallel Runway

2 Concourse B Expansion

Concourse B Ramp Expansion

3 Concourse C Expansion

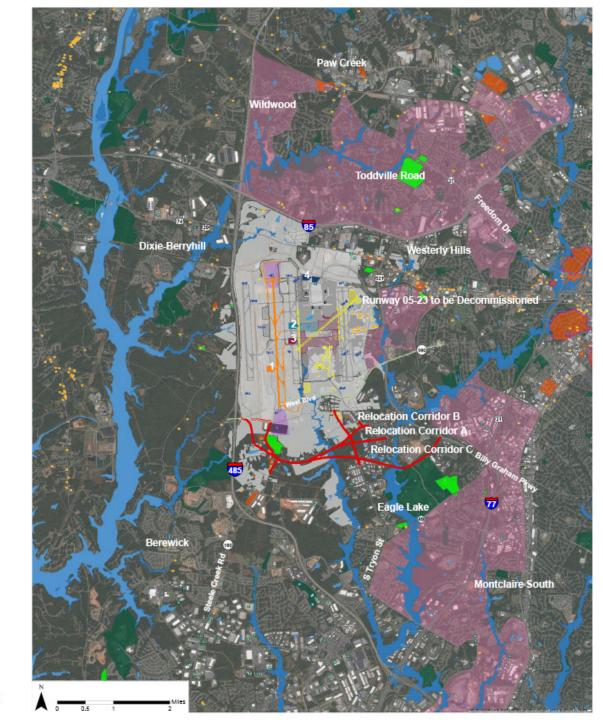
3 Concourse C Ramp Expansion

4 Daily North Parking Garage

Future Non-EIS Projects

Connected Actions

Possible West Boulevard Relocation Alignments



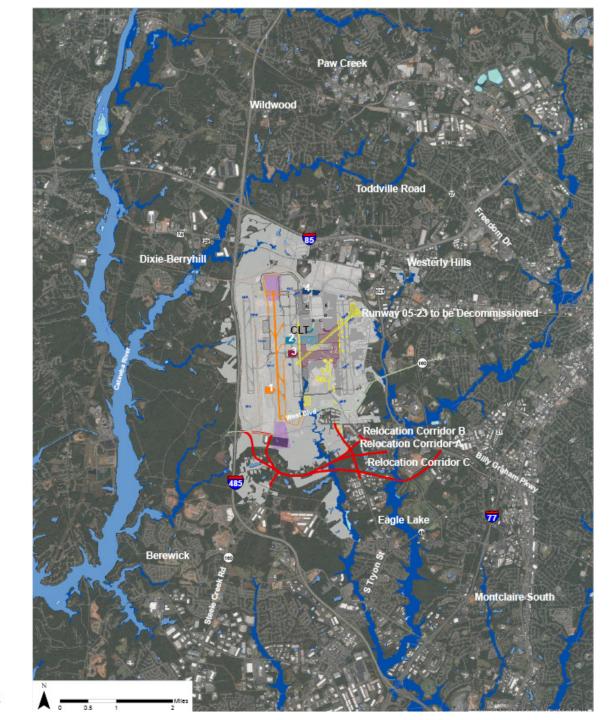
Water Resources

Legend

Roads
Existing West Boulevard
Airport Property
Wetlands
Water Resources
FEMA Floodplains and Floodways

Proposed Project Elements





Prime Farmlands

Legend



Proposed Project Elements

Prime Farmland if Drained/ Not Flooded





Cultural and Open Space Resources

Legend

----- Roads

Airport Property

Open Areas/ Parks

National Register Eligible Site

National Register Individual Listing

Surveyed Historic Resource (status to be determined)

National Register Historic District

Local Historic Districts

Historic Cemeteries

Proposed Project Elements

1 Fourth Parallel Runway

2 Concourse B Expansion

Concourse B Ramp Expansion

3 Concourse C Expansion

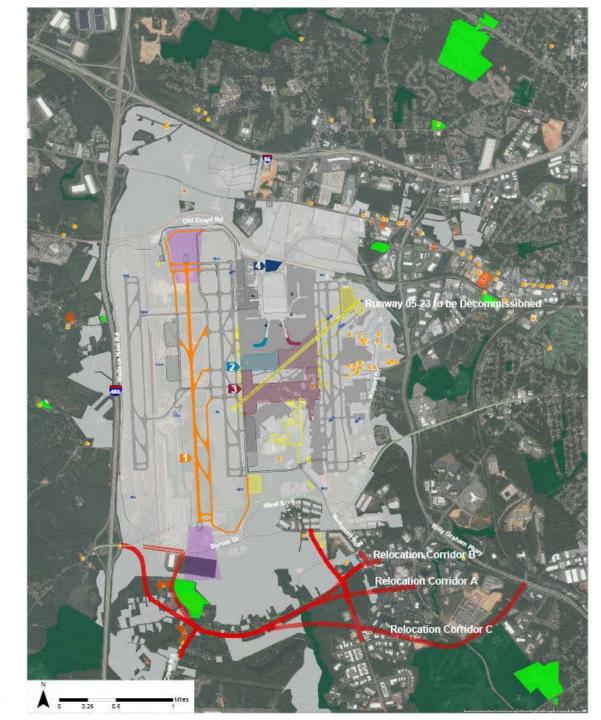
3 Concourse C Ramp Expansion

4 Daily North Parking Garage

Future Non-EIS Projects

Connected Actions

Possible West Boulevard Relocation Alignments





Cumulative Impacts

Past, Present, and Reasonably Foreseeable Future Projects

- River District
- CATS Light Rail





Anticipated Project Schedule



Publish a Notice of Intent to Prepare an EIS



Hold Agency and Public Scoping Meetings



Publish the Draft EIS, Hold Public Review Period, and Public Meetings



Publish the Final EIS, FAA Issues Record of Decision



Start of Construction



Project Completion



Discussion and Agency Feedback

Based on the information presented today, do you have:

- Comments or suggestions on the study area?
- Anticipated assessments
- Feedback regarding potential permits and approvals?
- Comments on the project schedule?
- Recommended points of contact?
- Helpful information regarding existing conditions?



Scoping Comments

Formal written comments are requested and may be submitted to the FAA by May 7, 2018 (postmark date)

Tommy L. Dupree

Assistant Manager

FAA, Memphis Airports District Office

2600 Thousand Oaks Blvd., STE 2250

Memphis, TN 38118-2462

901.322.8180 phone | 901.322.8195 fax

E-mail: <u>CLTEIS@faa.gov</u>

Website address: www.CLTEIS.com



Thank You for Your Participation



Appendix D: Public Scoping Meeting Notifications

- > Project Website
- > Public Stakeholder Groups Email Invitation
- Mailing Postcards
- > Poster
- > Press Release

Project Website

Select Language | ▼









Photo credit: Patrick Schneider

WELCOME

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of Charlotte Douglas International Airport's (CLT) proposal to construct:

- Fourth Parallel Runway 1-19 (including End-Around Taxiways)
- Concourse B and Ramp Expansion
- Concourse C and Ramp Expansion
- Daily North Parking Garage

The CLT EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Project. The FAA expects to complete the EIS in 2020.

To ensure the Airport continues to meet current and future demand, the City of Charlotte (the Project Sponsor) has plans to implement airport improvements at CLT, proposed for construction by 2028, as recommended in its Airport Capacity Enhancement Plan/Master Plan Update and documented on the CLT Airport Layout Plan (ALP).

EIS NEWS

▲ The FAA is opening an additional 45-day public comment period with a new email address (9-ASO-CLTEIS@faa.gov (mailto:9-ASO-CLTEIS@faa.gov)). Please submit/postmark your scoping comments to the FAA by July 9, 2018.

The FAA held Public Scoping Meeting #1 and Public Scoping Meeting #2 at the following times and locations. **Materials from these meetings are now available » (outreach.html)**

Public Scoping #1
Tuesday, April 24, 2018 at 7:00 PM
Embassy Suites

Public Scoping #2 Thursday, April 26, 2018 at 7:00 PM West Mecklenburg High School Cafeteria

View meeting materials » (outreach.html)



CURRENT DESTINATIONS

134 domestic and 37 international



2033 AIRCRAFT OPERATIONS

Projected aircraft operations for 2033



2033 ENPLANEMENTS (IN MILLIONS)

Projected annually by 2033

SIGN UP FOR NOTIFICATIONS

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If y	ou have questions or need further information, please contact the FAA:		
Ŋ	Tommy L. Dupree Assistant Manager		
0	FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., STE 2250 Memphis, TN 38118-2462		
P	(901) 322-8180 (901) 322-8195 (fax)		
\boxtimes	9-ASO-CLTEIS@faa.gov (mailto:9-ASO-CLTEIS@faa.gov)		
FO	LLOW US		
Soc	cial media links for additional EIS and Airport information		
f	(https://www.facebook.com/FAA) 💟 (https://twitter.com/faanews) 🕒 (https://www.youtube.com/	'FAAnews)	
((https://www.instagram.com/faa)		
AD	DITIONAL LINKS		

Accessibility/Section 508 (section508.html)

Site Map (sitemap.html)

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Select Language ▼







Photo credit: Patrick Schneider

ABOUT THE EIS

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of Charlotte Douglas International Airport's (CLT) proposal to construct a fourth parallel Runway 1-19 (including end-around taxiways); Concourse B and ramp expansion; Concourse C and ramp expansion; and the Daily North Parking Garage. The CLT EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Project. The FAA expects to complete the EIS in 2020.

Charlotte Douglas International Airport (CLT or the Airport) is the 6th busiest airport in the United States. CLT is an important hub, connecting passengers to 134 domestic and 37 international destinations. The FAA forecasts that flights will grow at an average rate of almost 1.85 percent annually, from more than 545,000 flights in 2016 to 745,000 flights in 2033 and from 21.7 million enplanements to 31.5 million enplanements during the same timeframe.

To ensure the Airport continues to meet current and future demand, the City of Charlotte (the Project Sponsor) has plans to implement airport improvements at CLT, proposed for construction by 2028, as recommended in its Airport Capacity Enhancement Plan/Master Plan Update and documented on the CLT Airport Layout Plan (ALP).

The Proposed Action (or Proposed Project) is made up of four primary Project Elements proposed for construction by 2028:

- Constructing a New Fourth Parallel Runway 1-19 (including End-Around Taxiways)
- Expanding Concourse B and Ramp.
- Expanding Concourse C and Ramp.
- · Constructing North Parking Garage.

The Project Sponsor's preferred location for the new runway would be on the west side of the airfield between existing Runway 18C-36C and Runway 18R-36L. Upon completion of the new runway, CLT would have four parallel north/south runways. Construction of the new runway along with terminal and ramp expansion projects would require the decommissioning of Runway 5-23 and relocation of West Boulevard.

Construction of a new runway to accommodate air carrier aircraft at a commercial service airport is an action that normally requires the preparation of an EIS. The FAA is the lead federal agency preparing the EIS, and will do so in accordance with the National Environmental Policy Act of 1969, as amended (NEPA; 42 United States Code [U.S.C.] §4321 et seq.) and Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Parts 1500-1508). The preparation of the EIS will follow FAA NEPA implementing instructions contained in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions.

In addition to the Proposed Project, the CLT EIS will identify reasonable alternatives, including the No Action Alternative (i.e., if a new runway or other project elements are not built). The CLT EIS will examine 14 environmental impact categories for potential impacts. These include, but are not limited to: noise and noise-compatible land use, air quality, water resources, historic resources, and socioeconomics and environmental justice. The EIS will consider direct, indirect, and cumulative impacts for each environmental impact category.

This website was developed for use by the general public and other interested parties in obtaining information about the EIS process and study. For more information about Environmental Impact Statements and the FAA's process, go to:

http://www.faa.gov/airports/environmental/ (http://www.faa.gov/airports/environmental/)

The public will have several opportunities to provide input and comments on the Proposed Project during the EIS process. For more information on how to provide comments, see the Public Outreach (outreach.html) page of this website.

What are the Roles of the FAA and the City of Charlotte?

The FAA is responsible for complying with NEPA and other environmental laws, regulations, and orders. As part of the process for preparing the EIS, the FAA must consider and disclose the potential impacts of a proposed action and its alternatives on the quality of the human environment.

The City of Charlotte is the Project Sponsor. The Federal Aviation Act of 1958 requires the Project Sponsor to obtain FAA approval to construct the Proposed Project at the Airport.

Where Are We Now?

The FAA is currently conducting public and agency scoping. Scoping is a required component of the EIS process and is conducted in accordance with NEPA; CEQ Regulations (40 CFR Parts 1500-1508); Executive Orders; FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures;* and other applicable FAA orders, directives, and guidance. Scoping is an open process for determining the range of issues to be addressed in the EIS and identifying potential significant issues related to a proposed action (including environmental concerns) from government agencies, stakeholders, and the public.

Scoping provides an opportunity for the general public, government agencies, and interested groups to learn about the Proposed Project, the purpose of and need for the Proposed Project, and alternatives for implementing the Proposed Project. The scoping process also provides an opportunity for the public to help define the scope of the Draft EIS, the alternatives, and the analyses through suggesting alternative approaches that meet the Proposed Project's purpose and need and raising concerns and issues.

Two (2) public scoping meetings were held at the following times:

Tuesday, April 24, 2018 at 7:00 PM

Embassy Suites (main entrance), 4800 S. Tryon St., Charlotte, NC 28217

Thursday, April 26, 2018 at 7:00 PM

West Mecklenburg High School Cafeteria (entrance at sign for Athletic Fields and Gymnasium), 7400 Tuckaseegee Rd., Charlotte, NC 28214

The agenda for each meeting was identical. For both meetings, the format included an open-house workshop followed by a public comment session. During the public comment session, members of the public were able to provide up to a 3-minute statement. Oral comments were transcribed by a stenographer. All comments received during the scoping comment session, whether provided in writing or verbally, will be given equal weight and be taken into consideration in the preparation of the EIS. **The FAA is opening an additional 45-day public comment period with a new email address (9-ASO-CLTEIS@faa.gov (mailto:9-ASO-CLTEIS@faa.gov)). Please submit/postmark your scoping comments to the FAA by July 9, 2018.** Comments may be mailed or emailed to:

Tommy L. Dupree

Assistant Manager
FAA, Memphis Airports District Office
2600 Thousand Oaks Blvd., STE 2250
Memphis, TN 38118-2462
901-322-8180
901-322-8195 (fax)
9-ASO-CLTEIS@faa.gov (mailto:9-ASO-clteis@faa.gov)

PROJECT BACKGROUND

The Project Sponsor, the City of Charlotte, has plans to implement airport improvements at CLT, as recommended in its Airport Capacity Enhancement Plan/Master Plan Update and documented on the CLT ALP. The Proposed Project is made up of four primary Project Elements proposed for construction by 2028:

- 1. **Fourth Parallel Runway 1-19 and End Around Taxiways**: Construction of a 12,000-foot runway between existing Runway 18C-36C and Runway 18R-36L, along with associated taxiways, including a partial north End Around Taxiway, a full south End Around Taxiway, and parallel, high-speed exit and connector taxiways.
- 2. **Concourse B and Ramp Expansion**: Extending Concourse B to the west, creating 10 to 12 additional gates and expanding the ramp to support the Concourse B expansion and additional gates.
- 3. **Concourse C and Ramp Expansion**: Extending Concourse C to the east, creating 10 to 12 additional gates. Ramp expansion associated with Concourse C is needed to facilitate aircraft movement between the east and west airfield outside of the immediate terminal ramp.
- 4. **Daily North Parking Garage**: Constructing a parking garage at the north entrance of the Airport.

The project includes relocating West Boulevard and decommissioning of crosswind Runway 5-23.

» View Map of the Airport's Proposed Projects (pdf/Website_ProposedActionsandConnectedActions.pdf) (Adobe PDF, 0.8MB)

Why is the Proposed Project Needed?

Current airfield, terminal, aircraft gate area, and vehicle parking facilities at CLT have limitations that make it challenging for the airport, which operates as a major airline hub. These limitations result in excessive congestion and delays. Improvement of these areas is proposed to address increasing congestion and delays. The existing runway layout is composed of three (3) parallel runways (Runway 18L-36R, 18R-36L, and 18C-36C) and one (1) crosswind runway (Runway 5-23).

With the merger of American Airlines and US Airways, the existing gates at the Airport are not sufficient to meet demand, resulting in delays due to gate availability. Additional gates are proposed to meet the demand. Also, congestion in the terminal area ramp and departure gueuing area occurs during current peak demand periods.

Public Scoping Meetings

▲ The FAA is opening an additional 45-day public comment period with a new email address (9-ASO-CLTEIS@faa.gov (mailto:9-ASO-CLTEIS@faa.gov)). Please submit/postmark your scoping comments to the FAA by July 9, 2018.

The FAA held Public Scoping Meeting #1 and Public Scoping Meeting #2 at the following times and locations. Materials from these meetings are now available » (outreach.html)

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Public Scoping #2
Thursday, April 26, 2018 at 7:00 PM
West Mecklenburg High School Cafeteria

View meeting materials » (outreach.html)

SIGN UP FOR NOTIFICATIONS

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CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT EIS

FAA POINT OF CONTACT

If you have questions or need further information, please contact the FAA:

△ Tommy L. Dupree

Assistant Manager

- FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., STE 2250 Memphis, TN 38118-2462
- (901) 322-8180 (901) 322-8195 (fax)

FOLLOW US

Social media links for additional EIS and Airport information

- $\begin{tabular}{lll} \begin{tabular}{lll} \begin{tabular}{lll$
- (https://www.instagram.com/faa)

ADDITIONAL LINKS

Accessibility/Section 508 (section 508.html)

Site Map (sitemap.html)

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Photo credit: Patrick Schneider

NEPA/EIS PROCESS

The National Environmental Policy Act (NEPA) is a federal statute that requires federal agencies to use a systematic, interdisciplinary approach for considering the potential environmental impacts of a proposed action and factoring them into the decision-making process. The Council on Environmental Quality (CEQ) Regulations for implementing NEPA set the standards for NEPA compliance and direct federal agencies to develop their own procedures. Federal Aviation Administration (FAA) Order 1050.1F provides the FAA's agency-wide policies and procedures for ensuring compliance with NEPA and the CEQ Regulations.

Pursuant to FAA Order 1050.1F, Paragraph 3-1.3, the Proposed Project requires preparation of an Environmental Impact Statement (EIS). An EIS is a detailed written statement that defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of a proposed project and its alternatives, and demonstrates compliance with other Executive Orders and environmental statutes. The EIS will enable the FAA to analyze and document potential environmental effects from the Proposed Project and alternatives and develop measures that may mitigate those effects. The FAA published in the Federal Register on March 22 2018, a Notice of Intent (NOI) (https://www.federalregister.gov/documents/2018/03/22/2018-05583/notice-of-intent-to-prepare-an-environmental-impact-statement-eis-for-proposed-capacity-enhancements) to prepare an EIS, open a comment period, and hold agency and public scoping meetings.

The FAA intends to use the preparation of this EIS to comply with other applicable environmental laws and regulations as identified through the environmental analysis. The FAA will provide more specific public notice of the environmental laws, regulations, and Executive Orders being satisfied through the EIS as the environmental consequences of the Proposed Project and its alternatives are better understood.

The EIS follows a process prescribed by the CEQ regulations. Key steps in the process are outlined below.



1. Scoping « We Are Here

Begins with publication of the NOI in the Federal Register. Scoping is an early and open process for determining the scope of issues to be addressed in an EIS and identifying the significant issues related to the Proposed Project.

2. Identify Purpose and Need

Defines the problem being addressed and describes the desired outcomes of the Proposed Project.

3. Develop Alternatives

Identifies the range of reasonable and feasible alternatives that will be rigorously explored and objectively evaluated in the EIS. Alternatives eliminated from detailed study, and the reasons for their elimination, will also be discussed.

4. Study Affected Environment

Documents existing conditions within the project study area.

5. Analyze Environmental Impact

Evaluates the potential direct, indirect, and cumulative impacts of the Proposed Project and alternatives.

6. Identify Mitigation

Identifies measures to avoid, minimize, or mitigate any potential significant impacts.

7. Publish Draft EIS

Identifies and describes the Proposed Project; Purpose and Need; Alternatives; Affected Environment; Environmental Impact Analysis; and Mitigation Measures. The Draft EIS also identifies any special purpose environmental laws that apply to the project and demonstrates how the FAA will comply with those laws.

8. Public Review Period

The public review period begins with publication of the Notice of Availability in the Federal Register. The public review period, which will be at least 45 days, allows interested parties and members of the public to review and comment on the scope and content of the Draft EIS.

9. Hold Public Hearings

Provides opportunity for the public to learn about and discuss the proposed project with technical experts and provide oral or written comments on the Draft EIS.

10. Publish Final EIS

Responds to public and agency comments on the Draft EIS, identifies the preferred alternative, and presents the final evaluation of potential impacts and mitigation measures.

11. FAA Issues the Record of Decision (ROD)

Identifies the alternative the FAA has selected for implementation by the Project Sponsor, provides the rationale for the selected alternative, and documents required mitigation measures. Issuance of the ROD is the final step in the NEPA process.

As outlined in FAA Order 1050.1F

(https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faa_nepa_order/desk_ref/media/desk-ref.pdf), the EIS will consider impacts to the following resources:

- Air quality
- Biological resources (including fish, wildlife, and plants)
- Climate
- Resources protected under the Department of Transportation Act, 49 U.S.C. §303(c) (known as Section 4(f) "resources")
- Farmlands
- Ground Transportation
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and noise-compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and Wild and Scenic rivers)

EIS Preparation Schedule

The EIS process typically takes between two and three years, including periods of study, technical review, and stakeholder (including public) input. The first phase in the process is public and agency scoping, which is expected to take approximately four months. The EIS preparation schedule is provided here, and will be updated periodically.



March 2018 - Publish a Notice of Intent to Prepare an EIS

April 2018 - Hold Agency and Public Scoping Meetings

Late 2019 - Publish the Draft EIS, Hold Public Review Period and Public Meetings

Mid 2020 - Publish the Final EIS, FAA Issues Record of Decision

2021 - Start of Construction

2028 - Project Completion

Key Agencies and Stakeholders

Federal Aviation Administration (FAA)

The FAA is the lead federal agency for the NEPA process and the EIS is being prepared under the direction of the FAA. Approval of the Proposed Project is a major federal action subject to NEPA. As stated in FAA Order 1050.1F Paragraph 1-8, the FAA is responsible for complying with the procedures and policies of NEPA and other environmental laws, regulations, and orders applicable to FAA actions. The FAA decision-making process must consider and disclose the potential impacts of a proposed action and its alternatives on the quality of the human environment. The FAA will make the ultimate decision regarding the final alternative selected for action. The FAA Airport District Office (ADO), located in Memphis, Tennessee is the office directly responsible for managing this EIS. The Division of Airports at FAA Headquarters is also actively involved in the direction and review of the Proposed Project.

City of Charlotte

The City of Charlotte is the owner and operator of the airport and is the Project Sponsor. The City of Charlotte, not the FAA, is responsible for proposing airport development projects, such as the proposed project that will be examined in this EIS. The City of Charlotte manages the operation, maintenance, development, and marketing of CLT to serve the air transportation needs of Charlotte, North Carolina as well as serving as a major connecting hub in the national aviation system. The staff of the City of Charlotte will work closely with the FAA and the project team throughout the EIS process. Pursuant to the Federal Aviation Act of 1958, as amended, as the Project Sponsor, the City of Charlotte must seek FAA approval to construct the Proposed Project at the Airport.

Cooperating Agencies

The FAA, as the lead federal agency, will solicit the participation of key federal and state entities to serve as cooperating agencies in this EIS process. Cooperating agencies will be invited to participate in the EIS process by the lead federal agency because of their special expertise or jurisdiction by law in a particular area(s) of the study. Guidance from any cooperating agencies is paramount to the successful completion of a comprehensive EIS.

Notice of Intent to Prepare an EIS

The NEPA process officially began with publication of the Notice of Intent (NOI) in the Federal Register on March 22, 2018.

View Posted Notice of Intent (https://www.federalregister.gov/documents/2018/03/22/2018-05583/notice-of-intent-to-prepare-an-environmental-impact-statement-eis-for-proposed-capacity-enhancements)

SIGN UP FOR NOTIFICATIONS

PLEASE PROVIDE YOUR EMAIL ADDRESS IF YOU WOULD LIKE TO RECEIVE NOTIFICATIONS THROUGHOUT THE EIS PROCESS.

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CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT EIS

FAA POINT OF CONTACT

If you have questions or need further information, please contact the FAA:

△ Tommy L. Dupree

Assistant Manager

- FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., STE 2250 Memphis, TN 38118-2462
- (901) 322-8180 (901) 322-8195 (fax)

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- (https://www.instagram.com/faa)

ADDITIONAL LINKS

Accessibility/Section 508 (section 508.html)

Site Map (sitemap.html)

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Photo credit: Patrick Schneider

PUBLIC OUTREACH

Upcoming Public Meetings

Future meeting information to be posted here. Revisit for updates.

Past Meetings and Materials

Public Scoping Meetings April 24 & 26, 2018

- Public Scoping Meeting Presentation (pdf/CLT_EIS_Public-Scoping-PPT_FINAL-508compliant.pdf) (Adobe PDF, 2.1MB)
- Public Scoping Meeting Informational Boards (pdf/CLT-EIS_Informational-Boards-Combined-508compliant.pdf) (Adobe PDF, 35.0MB)
- Public Scoping Meeting Informational Handout (pdf/Scoping_Handout_English VERSION 2-508compliant.pdf) (Adobe PDF, 0.1MB)
- Reuniones de Alcance Publico Hoja Informativa (pdf/Scoping_Handout_Spanish VERSION 2-508compliant.pdf) (Adobe PDF, 0.1MB)

NEWS RELEASES AND MEDIA ANNOUNCEMENTS

FAA News Releases Webpage (https://www.faa.gov/news/)

Public Outreach Statement

The Federal Aviation Administration (FAA) is committed to complete, open, and effective participation in agency actions. The agency regards community involvement as an essential element in the development of programs and decisions that affect the public.

http://clteis.com/outreach.html

As part of this National Environmental Policy Act (NEPA) process, a broad array of opportunities will be provided to distribute information about the Environmental Impact Statement (EIS) to relevant federal, state, and local agencies and other interested parties, as well as to solicit the input of these parties. The FAA intends to use the preparation of this EIS to comply with other applicable environmental laws and regulations as identified through the environmental analysis. The FAA will provide more specific public notice of the environmental laws, regulations, and Executive Orders being satisfied through the EIS as the environmental consequences of the Proposed Project and its alternatives are better understood.

For more information on public participation in the EIS process, see the Council on Environmental Quality's **A Citizen's Guide to the NEPA**, **Having Your Voice Heard** (https://energy.gov/nepa/downloads/citizens-guide-nepa-having-your-voice-heard-ceq-2007)

Interested parties will have several opportunities to provide input and comments on the Proposed Project during the EIS process. If you have questions or need further information, please contact FAA:

Tommy L. Dupree

Assistant Manager FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., STE 2250 Memphis, TN 38118-2462 901.322.8180 901.322.8195 fax

9-ASO-CLTEIS@faa.gov (mailto:9-ASO-CLTEIS@faa.gov)

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CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT EIS

FAA POINT OF CONTACT

If you have questions or need further information, please contact the FAA:

∑ Tommy L. Dupree

Assistant Manager

- FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., STE 2250 Memphis, TN 38118-2462
- (901) 322-8180 (901) 322-8195 (fax)

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Select Language







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RESOURCES & RELATED LINKS

National Environmental Policy Act (NEPA)

The National Environmental Policy Act of 1969 (NEPA) requires federal agencies to disclose to decision makers and the interested public a clear, accurate description of potential environmental impacts of proposed federal actions. Through NEPA, Congress directed federal agencies to integrate environmental factors in their planning and decision-making processes and to encourage and facilitate public involvement in decisions that affect the quality of the human environment. The Federal Aviation Administration (FAA) has established a process to ensure compliance with the provisions of NEPA through FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* (July 2015).

The FAA's goal is to ensure timely, effective and efficient environmental reviews of proposed CLT improvements. NEPA is a national charter to protect the environment. The basic framework of NEPA is for all federal agencies, to the fullest extent possible, to interpret and administer their responsibilities in accordance with national environmental policies. NEPA procedures ensure that accurate and high quality environmental information is available to public officials and citizens before federal decisions are made or actions are taken that may affect the environment. Each federal agency is charged with developing methods and procedures, in consultation with the Council on Environmental Quality (CEQ), to give environmental values appropriate consideration in agency decisions along with economic and technical values.

CEQ provides federal leadership on the implementation of NEPA through regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508) and guidance applicable across the federal government. The NEPA procedures of each federal department and agency must be consistent with the CEQ regulations and must have concurrence by CEQ. FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, serves as FAA's policies and procedures for complying with NEPA and other special purpose environmental laws and regulations (e.g., Clean Air Act, Clean Water Act, Endangered Species Act). Consistent with this Order, the FAA is responsible for conducting an environmental review under NEPA for all proposed actions and decisions within its purview that affect the environment.

Important Links

FAA Order 1050.1F (https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf)

FAA Order 5050.4B (https://www.faa.gov/airports/resources/publications/orders/environmental_5050_4/media/5050-4B_complete.pdf)

Charlotte Douglas International Airport website (http://www.cltairport.com)

http://clteis.com/resources.html

Glossary & Acronyms

Glossary of Airport Acronyms Used in FAA Documents (https://www.faa.gov/airports/resources/acronyms/)

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ADDITIONAL LINKS

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Site Map (sitemap.html)

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DOCUMENTS & REPORTS

- Notice of Additional Public Comment Period-Notice of Intent To Prepare an Environmental Impact Statement (EIS) (https://www.federalregister.gov/documents/2018/05/25/2018-11202/notice-of-additional-public-comment-period-notice-of-intent-to-prepare-an-environmental-impact) NEW!
- Public Scoping Meeting Materials April 24 & 26, 2018 (outreach.html)
- © CLT Environmental Impact Statement Scoping Overview (pdf/ScopingDoc_FINAL_Agency Scoping Meeting-508compliant.pdf) (Adobe PDF, 7.0MB)
- Notice of Intent March 22, 2018 (https://www.federalregister.gov/documents/2018/03/22/2018-05583/notice-of-intent-to-prepare-an-environmental-impact-statement-eis-for-proposed-capacity-enhancements)

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- (901) 322-8180 (901) 322-8195 (fax)

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FREQUENTLY ASKED QUESTIONS

What is the National Environmental Policy Act (NEPA)?

NEPA is a federal statute that requires federal agencies to evaluate the potential environmental effects of a proposed project, and inform and involve the public before making decisions. The Federal Aviation Administration (FAA) is the lead federal agency preparing an Environmental Impact Statement (EIS) for a Proposed Project at Charlotte Douglas International Airport (CLT).

What is an Environmental Impact Statement (EIS)?

An EIS is a detailed written statement that defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of, and identifies measures that may mitigate the effects of a proposed project. An EIS also considers a "no action" alternative. The FAA published in the Federal Register on March 22, 2018, a Notice of Intent (NOI) to prepare an EIS, open a comment period, and hold agency and public scoping meetings.

What is the Proposed Project?

The Project Sponsor, the City of Charlotte, has plans to implement airport improvements at CLT. The Proposed Project is made up of four primary **Project Elements (background.html#background)** proposed for construction by 2028:

- 1. Fourth Parallel Runway 1-19 (including End-Around Taxiways)
- 2. Expanding Concourse B and Ramp
- 3. Expanding Concourse C and Ramp
- 4. Daily North Parking Garage

Why is the Proposed Project needed?

CLT is the sixth busiest airport in the United States. The FAA forecasts that the number of flights at CLT will grow at an average rate of almost 1.85 percent annually, from more than 545,000 flights in 2016 to 745,000 flights in 2033 and from 21.7 million enplanements to 31.5 million enplanements during the same timeframe. Current airfield, terminal, aircraft gate area, and vehicle parking facilities at CLT have limitations that makes it challenging for the airport which serves as a major airline hub. These limitations result in excessive congestion and delays. Improvement of these areas is proposed to address increasing congestion and delays.

What are the roles of the FAA and the Department in preparing the EIS?

http://clteis.com/faq.html

The FAA is the lead federal agency for the EIS. The FAA is responsible for complying with NEPA and other environmental laws, regulations, and orders. As part of the process for preparing an EIS, the FAA must consider and disclose the potential impacts of a proposed action and its alternatives on the quality of the human environment.

The City of Charlotte is the Project Sponsor. The Federal Aviation Act of 1958 requires the Project Sponsor to obtain FAA approval to construct the Proposed Project at the Airport.

What is the NEPA process for the Proposed Project?

The FAA published in the Federal Register on March 22, 2018, a Notice of Intent (NOI) to prepare an EIS, open a comment period, and hold agency and public scoping meetings. Publication of the NOI began the NEPA process. The EIS follows a process prescribed by the Council on Environmental Quality (CEQ) regulations. Key steps in the process are outlined here (eis-process.html).

What will the EIS analyze?

The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Project. The EIS will consider impacts to the resources listed **here (eis-process.html)**.

What is scoping?

Scoping is one of the first steps in the NEPA process. It allows the public and government agencies the opportunity to learn about the Proposed Project and help define the scope of the EIS and by raising concerns and issues.

What are the next steps?

The FAA will review all comments and input provided by agencies and the public during the scoping process. The FAA will then begin the technical studies to develop the Draft EIS. The FAA will hold public hearings on the Draft EIS and again consider public comments before issuing the Final EIS and Record of Decision (ROD). Key steps in the process are outlined here (eis-process.html).

What is the anticipated schedule for the Proposed Project?

The major milestones and anticipated time frames for the Proposed Project are as follows:

March 2018 - Publish a Notice of Intent to Prepare an EIS

April 2018 - Hold Agency and Public Scoping Meetings

Late 2019 - Publish the Draft EIS, Hold Public Review Period and Public Meetings

Mid 2020 - Publish the Final EIS, FAA Issues Record of Decision

2021 - Start of Construction

2028 - Project Completion

What are the opportunities for providing input and reviewing additional information?

The public will have several opportunities to provide input and comments on the Proposed Project during the EIS process. Public input will provide valuable information to the FAA in its evaluation of alternatives, potential impacts, and possible mitigation measures. The FAA will maintain this website throughout the NEPA process with project updates, meeting information, status reports and schedules, study highlights, and other information. The FAA will also post reports generated during the EIS. The public may also download the EIS comment form and sign up for the EIS distribution list. Members of the public may submit questions and comments to FAA's EIS Project Manager via:

http://clteis.com/faq.html

Mail

Tommy L. Dupree, Assistant Manager FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., STE 2250 Memphis, TN 38118-2462

Email - 9-ASO-CLTEIS@faa.gov (mailto:9-ASO-clteis@faa.gov)

Web -www.regulations.gov (http://www.regulations.gov)

In person at the public meetings

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FAA POINT OF CONTACT

If you have questions or need further information, please contact the FAA:

△ Tommy L. Dupree

Assistant Manager

- FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., STE 2250 Memphis, TN 38118-2462
- (901) 322-8180 (901) 322-8195 (fax)

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Accessibility/Section 508 (section 508.html)

Site Map (sitemap.html)

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Public Stakeholder Groups Email Invitation



Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118-2486

Phone: 901-322-8180

March 23, 2018

Custom Email Invitation to Community Groups

RE: Your input is needed: Charlotte Douglas International Airport Environmental Impact Statement and Upcoming Scoping Meetings

Hello,

The purpose of this email is to inform you that the Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of the proposal by the City of Charlotte Aviation Department to construct capacity enhancements and other improvements at Charlotte Douglas International Airport (CLT). The Proposed Project is made up of four primary Project Elements from the *Charlotte Douglas International Airport Improvement Program* (proposed for constructed by 2028):

- Fourth Parallel Runway 1-19 and End Around Taxiways
- Concourse B and Ramp Expansion
- Concourse C and Ramp Expansion
- Daily North Parking Garage

Construction of the new runway along with terminal and ramp expansion projects would require the decommissioning of Runway 5-23 and relocation of West Boulevard.

Your input regarding the Proposed Project and its potential to affect the communities near Charlotte Douglas International Airport is important to the development of the EIS. The FAA will host public scoping meetings in April of 2018 for the EIS for CLT's proposed fourth parallel runway and other projects. The meetings will help residents learn about the Airport's proposed projects, and help define the purpose and scope of the EIS. All interested parties are welcome and encouraged to attend.

For both meetings, the format will include an open house workshop where residents can view displays or speak with project team members, followed by a public comment session. During the public comment session, members of the public may provide up to a 3-minute statement. Attendees may also choose to provide private comments to a stenographer, complete and submit a comment card, or enter a comment on a computer terminal during the meetings. Oral comments will be transcribed by a stenographer. Residents may also mail a comment card, submit an email to CLTEIS@faa.gov, or make a comment through www.regulations.gov. All comments received during the scoping comment period, whether

provided in writing or verbally, will be given equal weight and be taken into consideration in the preparation of the EIS. The comment period is open until May 7, 2018, however, the FAA will continue to accept comments throughout the EIS process and will respond to all comments in the EIS.

Spanish translation services will be available at the meeting. If you require special assistance at the meeting, such as sign language interpretation, please contact Tommy L. Dupree at (901) 322-8180 or CLTEIS@faa.gov by April 13, 2018.

Please Mark Your Calendar and Attend – choose the meeting that best suits your schedule.

Tuesday, April 24, 2018 at 7:00 PM Embassy Suites 4800 S. Tryon Street Charlotte, N.C. 28217

Thursday, April 26, 2018 at 7:00 PM

West Mecklenburg High School Cafeteria 7400 Tuckaseegee Road Charlotte, N.C. 28214

Can't Make the Meeting?

Please submit your comments by May 7, 2018 using one of these methods:

- Email: CLTEIS@faa.gov
- Mail: Mr. Tommy L. Dupree, Assistant ADO Manager, Charlotte Douglas International Airport EIS, FAA, Memphis Airports District Office, 2600 Thousand Oaks Blvd., STE 2250, Memphis, TN 38118-2462
- Online: www.regulations.gov

For additional information about the Proposed Project, please visit the project website: www.CLTEIS.com



Federal Aviation Administration Office of Airports

Mailing Postcards



Charlotte Douglas International Airport Public Scoping Meeting

The Federal Aviation Administration (FAA) invites you to attend a Public Scoping Meeting for the Charlotte Douglas International Airport Environmental Impact Statement.

The FAA will host public scoping meetings in April of 2018 for the Environmental Impact Statement (EIS) for Charlotte Douglas International Airport's (CLT) proposed fourth parallel runway and other projects. The meetings will help residents learn about the Airport's proposed projects, and help define the purpose and scope of the study. Charlotte's Airport Capacity Enhancement Plan (ACEP) recommended that the airport complete a 12,000-foot-long runway by 2023, along with other airfield and terminal improvements to accommodate future aviation demand.

For additional information about the Proposed Project, please visit the project website.

Please mark your calendar and attend – choose the meeting that best suits your schedule.

Tuesday, April 24, 2018 at 7:00 PM Embassy Suites (main entrance) 4800 S. Tryon Street Charlotte, NC 28217

Thursday, April 26, 2018 at 7:00 PM West Mecklenburg High School Cafeteria (entrance at sign for Athletic Fields and Gymnasium) 7400 Tuckaseegee Road Charlotte, NC 28214

www.CLTEIS.com

Charlotte Douglas International Airport | Public Scoping Meetings

For both public meetings, the format will include an open house workshop where residents can view displays and speak with project team members. This will be followed by a public comment session.

Members of the public may comment at the meeting by:

- » Providing up to a 3-minute statement during the public comment session (to be recorded by a stenographer).
- » Completing and submitting a comment card
- » Providing private comments to a stenographer.
- » Entering a comment on a computer terminal.

Spanish translation services will be available at the meeting. If you require special assistance at the meeting, such as sign language interpretation, please contact Tommy L. Dupree at 901.322.8180 or CLTEIS@faa.gov by April 13, 2018.

Can't Make the Meeting?

Please submit your comments by **May 7, 2018** using one of these methods:

EMAIL

CLTEIS@faa.gov

MAIL

Mr. Tommy L. Dupree FAA EIS Project Manager Memphis Airports District Office 2600 Thousand Oaks Blvd., Ste 2250 Memphis, TN 38118-2462

ONLINE

www.regulations.gov

For additional information about the Proposed Project, please visit the project website.

www.CLTEIS.com



Administration

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

Phone (901) 322-8180

PUBLIC NOTICE

FEDERAL AVIATION ADMINISTRATION (FAA) TO OPEN ADDITIONAL 45-DAY COMMENT PERIOD ON ENVIRONMENTAL IMPACT STATEMENT FOR CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT PROPOSED PROJECTS AT

International Airport. The comment period will open on May 25, 2018 and will close Environmental Impact Statement for proposed projects at Charlotte Douglas The FAA is opening an additional 45-day public comment period on the on July 9, 2018.

Residents who submitted comments to the previous, incorrect address The email address that the agency previously provided for public comments was should resend their comments to the correct email address:

9-ASO-CLTEIS@faa.gov. The FAA also will accept new comments during the additional comment period.

schedule. The FAA expects to publish a Draft EIS and hold public hearings and an additional public comment period in late 2019. The agency plans to issue a Final The FAA anticipates that the additional comment period will not affect the EIS EIS and Record of Decision in mid-2020.

Airport's proposed projects, which include a 12,000-foot-long fourth parallel runway, the decommissioning of Runway 5/23 and relocation of West Boulevard. Details on associated taxiways, and terminal and ramp expansion. The project would require The EIS will evaluate potential environmental impacts that may result from the the project are at CLTEIS.com.

July 9, 2018 using one of the following methods: Please submit your comments by

EMAIL

9-ASO-CLTEIS@faa.gov

Mr. Tommy L. Dupree, Assistant Manager 2600 Thousand Oaks Blvd., Ste 2250 Memphis Airports District Office Memphis, TN 38118-2462

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Phone (901) 322-8180

PUBLIC NOTICE

FEDERAL AVIATION ADMINISTRATION (FAA) TO OPEN ADDITIONAL 45-DAY COMMENT PERIOD ON ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED PROJECTS AT CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT

The FAA is opening an additional 45-day public comment period on the Environmental Impact Statement for proposed projects at Charlotte Douglas International Airport. The comment period will open on May 25, 2018 and will close on July 9, 2018.

The email address that the agency previously provided for public comments was incorrect. Residents who submitted comments to the previous, incorrect address should resend their comments to the correct email address: 9-ASO-CLTEIS@faa.gov. The FAA also will accept new comments during the additional comment period.

The FAA anticipates that the additional comment period will not affect the EIS schedule. The FAA expects to publish a Draft EIS and hold public hearings and an additional public comment period in late 2019. The agency plans to issue a Final EIS and Record of Decision in mid-2020.

The EIS will evaluate potential environmental impacts that may result from the Airport's proposed projects, which include a 12,000-foot-long fourth parallel runway, associated taxiways, and terminal and ramp expansion. The project would require the decommissioning of Runway 5/23 and relocation of West Boulevard. Details on the project are at CLTEIS.com.

Please submit your comments by July 9, 2018 using one of the following methods:

EMAIL 9-ASO-CLTEIS@faa.gov

MAIL

Mr. Tommy L. Dupree, Assistant Manager Memphis Airports District Office 2600 Thousand Oaks Blvd., Ste 2250 Memphis, TN 38118-2462

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Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2600 Memphis, TV 38118

Poster



Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118-2486

Phone: 901-322-8180

April 9, 2018

Charlotte Douglas International Airport Public Scoping Meetings

To Whom It May Concern:

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of the proposal by the City of Charlotte Aviation Department to construct capacity enhancements and other improvements at Charlotte Douglas International Airport (CLT).

The FAA is holding two public scoping meetings and kindly requests that you display the enclosed poster advertising the meetings in a prominent location. All interested parties are encouraged to attend.

Please do not hesitate to contact Tommy L. Dupree, EIS Project Manager at 901-322-8180 or CLTEIS@faa.gov if you have any questions or would like additional information.

Sincerely

Phillip J. Braden, Manager

FAA, Memphis Airports District Office



Charlotte Douglas International Airport Public Scoping Meeting

The Federal Aviation Administration (FAA) invites you to attend a Public Scoping Meeting for the Charlotte Douglas International Airport Environmental Impact Statement.

The FAA will host public scoping meetings in April of 2018 for the Environmental Impact Statement (EIS) for Charlotte Douglas International Airport's (CLT) proposed fourth parallel runway and other projects. The meetings will help residents learn about the Airport's proposed projects, and help define the purpose and scope of the study. Charlotte's Airport Capacity Enhancement Plan (ACEP) recommended that the airport complete a 12,000-foot-long runway by 2023, along with other airfield and terminal improvements to accommodate future aviation demand.



Please mark your calendar and attend – choose the meeting that best suits your schedule.

Tuesday, April 24, 2018 at 7:00 PM Embassy Suites (main entrance) 4800 S. Tryon Street Charlotte, NC 28217

Thursday, April 26, 2018 at 7:00 PM
West Mecklenburg High School Cafeteria
(entrance at sign for Athletic Fields and
Gymnasium)
7400 Tuckaseegee Road
Charlotte, NC 28214

For additional information about the Proposed Project, please visit the project website.

www.CLTEIS.com

For both public meetings, the format will include an open house workshop where residents can view displays and speak with project team members. This will be followed by a public comment session.

Members of the public may comment at the meeting by:

- » Providing up to a 3-minute statement during the public comment session (to be recorded by a stenographer).
- » Completing and submitting a comment card.
- » Providing private comments to a stenographer.
- » Entering a comment on a computer terminal.

Can't Make the Meeting?

Please submit your comments by **May 7, 2018** using one of these methods:

EMAIL

CLTEIS@faa.gov

MAIL

Mr. Tommy L. Dupree FAA EIS Project Manager Memphis Airports District Office 2600 Thousand Oaks Blvd., Ste 2250 Memphis, TN 38118-2462

ONLINE

www.regulations.gov

Spanish translation services will be available at the meeting. If you require special assistance at the meeting, such as sign language interpretation, please contact Tommy L. Dupree at 901.322.8180 or CLTEIS@faa.gov by **April 13, 2018.**

Press Release



FAA to Hold Meetings on CLT Environmental Study





(https://public.govdelivery.com/accounts/USAFAA/subscriber/new?topic_id=USAFAA_85)

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The Federal Aviation Administration (https://www.faa.gov/) (FAA) will host public scoping meetings next month for the Environmental Impact Statement (EIS) for Charlotte Douglas International Airport's (CLT) proposed fourth parallel runway and other projects. The meetings will

help residents learn about the Airport's proposed projects, and help define the purpose and scope of the study. Charlotte's Airport Capacity Enhancement Plan (ACEP) recommended that the airport complete a 12,000-foot-long runway by 2023, along with other airfield and terminal improvements to accommodate future aviation demand

The public scoping meetings will be at 7 p.m. on Tuesday, April 24, 2018, at Embassy Suites, 4800 S. Tryon St, Charlotte, NC 28217; and at 7 p.m. on Thursday, April 26, 2018, at the West Mecklenburg High School Cafeteria, 7400 Tuckaseegee Rd, Charlotte, NC 28214.

The meetings will include an open house where residents can view displays covering environmental topics that the study will cover and a presentation on the Airport's proposed projects. Attendees also may make private comments to a stenographer, complete and submit a comment card, or enter a comment on a computer terminal during the meetings. Residents also may mail a comment card or submit an email to CLTEIS@faa.gov (mailto:CLTEIS@faa.gov) or via Regulations.gov (https://www.regulations.gov/). The comment period is open until May 7, 2018. However, we will continue to accept comments throughout the EIS process and we will respond to all comments in the Draft EIS.

The FAA is conducting the EIS, in accordance with the National Environmental Policy Act (NEPA), and scoping is a required part of the process. The CLT EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Airport's proposed projects. The projects include a 12,000-footlong fourth parallel Runway 1/19 between existing Runway 18/36 Center and Runway 18 Right/36 Left, associated taxiways including a partial north End Around Taxiway, full south End Around Taxiway, parallel, high-speed exit and connector taxiways. Construction of the new runway along with terminal and ramp expansion projects would require the decommissioning of Runway 5/23 and relocation of West Boulevard.

The EIS will consider a range of reasonable alternatives that could potentially meet the purpose and need for the proposed projects and it will evaluate a No Action Alternative. The FAA expects to complete the EIS in 2020.

The FAA's most recent Terminal Area Forecast

(https://www.faa.gov/data_research/aviation/taf/) (TAF) projects that the number of flights at CLT will grow at an average rate of 1.85 percent annually from more than 545,000 operations in 2016 to 745,000 operations in 2033. In 2016, the Airport served more than 21.7 million passengers, which the FAA expects to grow to more than 31.5 million by 2033.

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This page was originally published at: https://www.faa.gov/news/updates/?newsid=89888



Press Release – FAA To Open Additional 45-Day Comment Period On Environmental Impact Statement For Proposed Projects At Charlotte Douglas International Airport





(www.faa.gov/news/stay_connected/)

For Immediate Release

May 25, 2018

Contact: Kathleen Bergen

Phone: 404-305-5100; Email: Kathleen.Bergen@FAA.gov

The Federal Aviation Administration (FAA) is opening an additional 45-day public comment period on the Environmental Impact Statement for proposed projects at Charlotte Douglas International Airport. The comment period opens today and will close on July 9, 2018.

The email address that the agency previously provided for public comments was incorrect. Residents who submitted comments to the previous, incorrect address should resend their comments to the correct email address: <u>9-ASO-CLTEIS@faa.gov</u> (mailto:9-ASO-CLTEIS@faa.gov). The FAA also will accept new comments during the additional comment period.

The FAA anticipates that the additional comment period will not affect the EIS schedule. The FAA expects to publish a Draft EIS and hold public hearings and an additional public comment period in late 2019. The agency plans to issue a Final EIS and Record of Decision in mid-2020.

The EIS will evaluate potential environmental impacts that may result from the Airport's proposed projects, which include a 12,000-foot-long fourth parallel runway, associated taxiways, and terminal and ramp expansion. The project would require the decommissioning of Runway 5/23 and relocation of West Boulevard. Details on the project are at <u>CLTEIS.com</u>.

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This page was originally published at: https://www.faa.gov/news/press_releases/news_story.cfm?newsId=22795&omniRss=press_releasesAoc&cid=102_P_R

Appendix E: Public Scoping Meeting Materials

- One-Page Informational Handout (English & Spanish)
- > Public Scoping Meeting Presentation
- > Comment Form (English and Spanish)
- > Informational Boards

One-Page Informational Handout (English & Spanish)



Charlotte Douglas International Airport

Environmental Impact Statement

Overview

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of Charlotte Douglas International Airport's (CLT) proposal to construct a fourth parallel runway and other projects. The CLT EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the proposal. The FAA will conduct the EIS in accordance with the National Environmental Policy Act (NEPA); Council on Environmental Quality (CEQ) Regulations; and other applicable FAA orders, directives, and guidance.

Proposed Project

Runway and Taxiways: Construction of a 12,000-foot runway. The airport's preferred location is between existing center runway, 18C-36C, and west runway 18R-36L. The project also includes associated taxiways including a partial north End Around Taxiway, a full south End Around Taxiway, and parallel high-speed exit and connector taxiways.

Concourse B and Ramp Expansion: Extension of Concourse B to the west, creating 10 to 12 additional gates and expansion of the ramp to support the Concourse B extension and additional gates.

Concourse C and Ramp Expansion: Extension of Concourse C to the east, creating 10 to 12 additional gates. Ramp expansion is needed to facilitate aircraft movement between the east and west airfield outside of the immediate terminal ramp.

Daily North Parking Garage: Construction of a parking deck at the north entrance of the Airport.

The project includes relocating West Boulevard and decommissioning Runway 5-23.

Why the Proposed Project is Needed

Charlotte Douglas International Airport (CLT) in North Carolina, is the sixth busiest airport in the United States. The FAA forecasts that flights will grow at an average rate of almost 1.85 percent annually, from more than 545,000 flights in 2016 to 745,000 flights in 2033 and from 21.7 million

enplanements to 31.5 million enplanements during that time. Charlotte's Airport Capacity Enhancement Plan (ACEP) recommended that the airport complete airfield and terminal improvements by 2028 to accommodate future aviation demand.

Environmental Impact Statement

The FAA is conducting the EIS in accordance with NEPA and other environmental laws. The City of Charlotte is the Project Sponsor and must obtain FAA approval for the Proposed Project.

An EIS is a detailed written statement that defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts, and identifies measures that may mitigate the effects of a proposed project. An EIS also considers a "no action" alternative. The FAA published in the Federal Register on March 22, 2018, a Notice of Intent (NOI) to prepare an EIS, open a comment period, and hold public scoping meetings. The 45-day comment period ends on May 7, 2018.

The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Project. It will look at many categories including but not limited to: air quality;

biological resources; climate; resources protected under the Department of Transportation Act (known as Section 4(f) resources); farmlands; ground transportation; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological, and cultural resources; land use; natural resources and energy supply; noise and noise-compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects; and water resources.

Anticipated Schedule



Publish a Notice of Intent to Prepare an EIS



Hold Agency and Public Scoping Meetings



Publish the Draft EIS, Hold Public Review Period, and Public Meetings



Publish the Final EIS, FAA Issues Record of Decision



Start of Construction



Project Completion

What are the Opportunities for Providing Input and Reviewing Additional Information?

The public will have opportunities to provide input and comments on the Proposed Project during the scoping phase and after the FAA publishes the Draft EIS. Submit questions and comments to the FAA:

Tommy L. Dupree, Assistant Manager

FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118-2462

PHONE: 901.322.8180 **FAX:** 901.322.8195 **E-MAIL:** CLTEIS@faa.gov

The FAA will maintain an EIS website – **www.CLTEIS.com** – throughout the process with project updates; meeting information; status reports and schedules; study highlights and other information.



Aeropuerto Internacional Charlotte Douglas

Declaración de Impacto Ambiental

Perspectiva General

La Administración Federal de Aviación (FAA por sus siglas en Inglés) se encuentra preparando una Declaración de Impacto Ambiental (EIS por sus siglas en Inglés) para evaluar los impactos potenciales del Aeropuerto Internacional Charlotte Douglas (en Inglés: Charlotte Douglas International Airport [CLT]) sobre la propuesta de construir una cuarta pista paralela y otros proyectos. El EIS del Aeropuerto Internacional Charlotte Douglas evaluará los impactos potenciales directos, indirectos y acumulativos que pudiesen resultar de la propuesta. La FAA conducirá el EIS de acuerdo con la Ley Nacional de Política Ambiental (NEPA por sus siglas en Inglés); las regulaciones del Consejo de Calidad Ambiental (CEQ por sus siglas en Inglés); y otras órdenes, directivas y guías de la FAA.

Proyecto Propuesto

Pistas y Calles de Rodaje: Construccion de una pista de 12,000 pies. La ubicación preferida del aeropuerto es entre la actual pista central, 18C-36C, y la pista oeste 18R-36L. El Proyecto también incluye calles de rodaje asociadas incluyendo una Calle de Rodaje Parcial en el Extremo Norte, y una salida paralela de alta velocidad y conector de las calles de rodaje

Salas de Espera B y Expansión de la Rampa:

Extensión de las Salas de Espera al oeste, creando de 10 a 12 salas de espera y expansión de la rampa para apoyar la extensión de las Salas de Espera B y salas adicionales.

Salas de Espera C y Expansión de la Rampa:

Extensión de las Salas de Espera C al este, creando de 10 a 12 salas de espera adicionales. La expansión de la rampa es necesaria para facilitar el movimiento de las aeronaves entre el aeródromo este y oeste fuera de la rampa de la terminal inmediata.

Garaje de Estacionamiento Diario Norte:

Construccion de una rampa de estacionamiento en la entrada norte del Aeropuerto.

El proyecto incluye la reubicación del Boulevard Oeste y desmantelamiento de la Pista 5-23.

Por que el Proyecto Propuesto es Necesario

El Aeropuerto Internacional Charlotte Douglas (en Inglés: Charlotte Douglas International Airport [CLT]) en Carolina Norte, es el sexto aeropuerto mas ocupado en los Estados Unidos. La FAA pronostica que los vuelos crecerán a una tasa de casi 1.85 por ciento anualmente, de mas de 545,000 vuelos en 2016 a 745,000 vuelos en 2033 y de 21.7 millones de

embarques a 31.5 millones de embarques durante ese tiempo. El Plan de Mejoras en la Capacidad del Aeropuerto de Charlotte (ACEP por sus siglas en Ingles) recomienda que el aeródromo completo del aeropuerto y las mejoras pronosticadas para el 2028 acomoden la futura demanda de la aviación.

Declaración de Impacto Ambiental

La FAA se encuentra conduciendo el EIS de acuerdo con la Ley Nacional de Política Ambiental (NEPA por sus siglas en Inglés) y otras leyes ambientales. La Ciudad de Charlotte es el Patrocinador del Proyecto y debe obtener aprobación para el Proyecto Propuesto.

Un EIS es una declaración ambiental que define el propósito y la necesidad para un Proyecto, considera un rango razonable de alternativas, analiza los impactos potenciales, e identifica medidas que pueden mitigar los efectos del proyecto propuesto. Un EIS también considera una alternativa de "no acción".

La FAA publicó en el Registro Federal el 22 Marzo del 2018, una Notificación del Intento (NOI por sus siglas en Inglés) para preparar un EIS, periodo abierto de comentarios, y llevar a cabo una reunión para tratar el alcance publico. El periodo de 45 días de comentarios termina el 7 de mayo del 2018.

El ElS evaluará el potencial directo, indirecto, e impactos ambientales acumulativos que pudiesen resultar del Proyecto Propuesto. Este analizará

varias categorías incluidas pero no limitadas a: la calidad del aire; recursos biológicos; clima; recursos protegidos bajo la Ley del Departamento de Transporte (conocida como Sección de recursos 4(f)); tierras cultivables; transportación terrestre; materiales peligrosos; recursos culturales; uso de la tierra; recursos naturales y suministro de energía; ruido y uso de suelo compatible con el ruido; socioeconomía, justicia ambiental, y riesgos de la salud ambiental de los niños y de seguridad; efectos visuales; y recursos del agua.

Calendario Previsto



Publicación de una Notificación de intento para Preparar un EIS



Llevar a cabo Reuniones de la Agencia y de Alcance Publico



Publicar un Plan Preliminar del EIS, Llevar a cabo Periodo de Revisión Publica y Reuniones Publicas



Publicar el EIS final, la FAA Publica un Registro de la Decisión



Comienzo de la Construccion



Terminación del Proyecto

¿Cuáles son las Oportunidades para Proveer Retroalimentación y Revisar información Adicional?

El público tendrá oportunidades de proveer retroalimentación y comentarios sobre el Proyecto Propuesto durante la fase de alcance y después de que la FAA publique el plan Preliminar del EIS. Envíe sus preguntas y comentarios a la FAA:

Tommy L. Dupree, Assistant Manager

FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118-2462

PHONE: 901.322.8180 **FAX:** 901.322.8195 **E-MAIL:** CLTEIS@faa.gov

La FAA mantendrá una pagina de Internet del EIS – **www.CLTEIS.com** – a través del proceso con actualizaciones del proyecto, información de la reunión, reportes del estatus y calendarios, puntos a resaltar del proyecto y otra información.

Public Scoping Meeting Presentation



Charlotte Douglas International Airport Environmental Impact Statement



PUBLIC SCOPING MEETING APRIL 2018



Welcome to the meeting!

- The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of Charlotte Douglas International Airport's (CLT) proposal to construct a fourth parallel runway and other projects.
- The EIS will be conducted in accordance with the National Environmental Policy Act (NEPA).
- Scoping is one of the first steps of the NEPA process.



Photo credit: Patrick Schneider



Welcome to the meeting!

- Our goal tonight is to help you learn about the City of Charlotte's Proposed Project, and to help define the purpose and scope of the EIS.
- Project team members are available to provide information and answer your questions.
- Your input is important to us!
 Please submit your comments.



Photo credit: Patrick Schneider

Servicios de interprete en español están disponibles bajo petición.



What is the meeting agenda?

From 7:00 PM to 7:45 PM, you may participate in an open house.

- Review informational boards and speak with the FAA and project team members.
- Provide oral comments privately to a stenographer.
- Fill out a written comment card or enter your comment on a computer terminal.

Starting at 7:45 PM you may participate in the **public comment session** in the Main meeting area.

 In addition to the activities noted above you may provide a 3-minute, oral public comment.

Servicios de interprete en español están disponibles bajo petición.



What are the steps to participate?

- Step 1 Please sign-in at the Welcome Desk
- Step 2 Would you like to speak tonight?
 - Sign-up to provide 3-minute statement (if desired)
 - Take a numberIf not, proceed to Step 3
- Step 3 What information is available?
 Please pick up:
 - Information Handout (white paper)
 - Comment Form (yellow paper)

Los materiales están disponibles en español a pedido



CLT Overview

- CLT is the 6th busiest airport in the U.S.
- Important hub connecting passengers to 134 domestic and 37 international destinations
- FAA forecasts that flights will grow at an average rate of almost 1.85 percent annually
 - 545,000 flights in 2016 → 745,000 flights in 2033
 - 21.7M enplanements in 2016 → 31.5M enplanements in 2033



Photo credit: Patrick Schneider



What is the National Environmental Policy Act (NEPA)?

 NEPA is a federal statute that requires federal agencies to evaluate the potential environmental effects of a proposed project, and inform and involve the public before making decisions.



Photo credit: Patrick Schneider



What is an Environmental Impact Statement (EIS)?

- An EIS is a detailed written statement that defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of, and identifies measures that may mitigate the effects of a proposed project.
- An EIS also considers a "no action" alternative.
- The FAA published in the Federal Register on March 22, 2018, a
 Notice of Intent (NOI) to prepare an EIS, open a comment
 period, and hold agency and public scoping meetings.



Who is involved?

The FAA is the Lead Federal Agency and is responsible for:



- Complying with NEPA and other environmental laws, regulations, and orders; and
- Considering and disclosing the potential impacts of a proposed action and its alternatives on the quality of the human environment.

The City of Charlotte is the owner and operator of the Airport, is the Project Sponsor, and is responsible for:



- Proposing airport development projects, and
- Obtaining FAA approval to construct proposed projects.



NEPA Process





What is the Proposed Project?

The Proposed Project is comprised of four main Project Elements:

- Fourth Parallel Runway 1-19 and End Around Taxiways
- 2. Concourse B and Ramp Expansion
- 3. Concourse C and Ramp Expansion
- 4. Daily North Parking Deck

The Proposed Project includes relocating West Boulevard and decommissioning of crosswind Runway 5-23.

Proposed Project Elements

Legend

Existing West Boulevard

Roads

Proposed RPZ

Airport Property

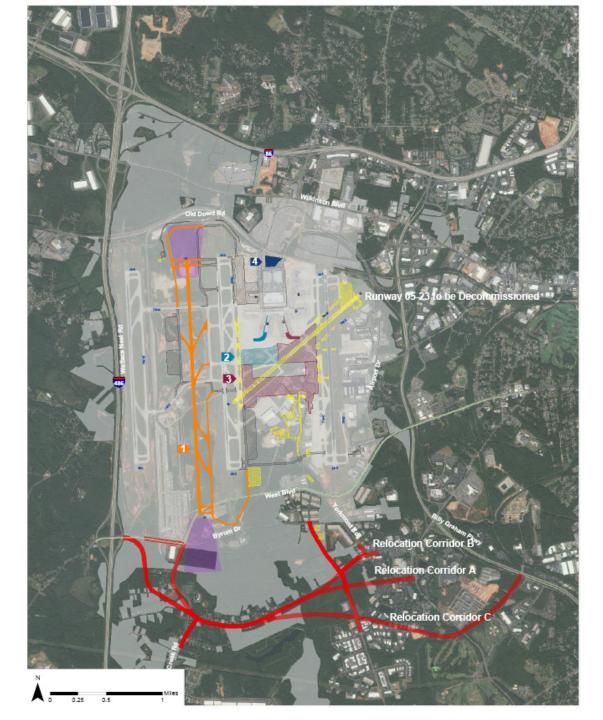
Proposed Project Elements

Fourth Parallel Runway Concourse B Expansion Concourse B Ramp Expansion Concourse C Expansion Concourse C Ramp Expansion Daily North Parking Garage

Future Non-EIS Projects

Connected Actions

Possible West Boulevard Relocation Alignments





Proposed Project

Proposed Project Elements	Description
Fourth Parallel Runway 1-19 and End Around Taxiways	 ✓ Construct 12,000-foot runway and associated taxiways ✓ Improves airfield operations
Concourse B Expansion and Ramp	 ✓ Extend Concourse B to the west ✓ Create 10-12 additional gates ✓ Expand ramp to support concourse expansion and additional gates ✓ Relieves congestion, reduces delays, and enhances capacity
Concourse C Expansion and Ramp	 ✓ Extend Concourse C to the east ✓ Create 10-12 additional gates ✓ Expand ramp to support concourse expansion and additional gates ✓ Relieves congestion, reduces delays, and enhances capacity
Daily North Parking Garage	 ✓ Construct a parking garage at north entrance of Airport ✓ Enables increased parking capacity

Construction of the new runway along with terminal and ramp expansion projects would require decommissioning of Runway 5-23 and relocation of West Boulevard.



What are the Alternatives?

- Proposed Action the Proposed Action is the Airport's Proposed Project made up of several Project Elements.
- No Action Alternative the No Action Alternative serves as the baseline for assessing potential impacts. It assumes that only routine periodic maintenance and minor enhancement needed to maintain safe operations at the Airport would occur.
- Other Reasonable Alternatives the FAA will consider reasonable alternatives, including those suggested during the scoping process, and the use of other airports and other modes of transportation.
- **FAA Preferred Alternative** the FAA's Preferred Alternative will be identified in the Draft EIS.



What is the No Action Alternative (2028)?

The Airport infrastructure would be similar to current day conditions **PLUS**

Other planned airport improvement projects for which the FAA has given NEPA approval but that may not yet be constructed.

Under this scenario, the Airport would continue to experience:

- Increases in delay per operation
- Exceedances in peak hour demand of the runway system
- Congestion and inefficient runway operations
- Inefficient runway operations
- Congestion in the terminal ramp and departure queuing area
- Overcrowded conditions in Concourses B and C
- Need for additional parking



Why is the Proposed Project needed?

Current airfield, terminal, aircraft gate area, and vehicle parking facilities at CLT have limitations that make it challenging for the airport, which operates as a major airline hub.



Photo credit: Patrick Schneider

These limitations result in excessive congestion and delays. Improvement of these areas is proposed to address increasing congestion and delays.



What will be analyzed in the EIS?

- Air Quality
- Biological Resources (including fish, wildlife, and plants)
- Climate
- Department of Transportation Act, Section 4(f) Resources (including publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites)
- Farmlands
- Ground Transportation
- Hazardous Materials, Solid Waste, and Pollution Prevention

- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and Wild and Scenic Rivers)



What is the Anticipated Project Schedule?



Publish a Notice of Intent to Prepare an EIS



Hold Agency and Public Scoping Meetings



Publish the Draft EIS, Hold Public Review Period, and Public Meetings



Publish the Final EIS, FAA Issues Record of Decision



Start of Construction



Project Completion



How can I submit comments?

- Provide up to a 3-minute statement during the public comment session
- Provide a statement to the stenographer in private
- Fill out a comment card hand in today or mail
- Enter a comment on a computer terminal
- Email your comments to CLTEIS@faa.gov
- Make a comment via <u>www.regulations.gov</u>

Please Note – comment letters should be postmarked by May 7, 2018.

FAA will continue to accept comments for the duration of the project preparation process.



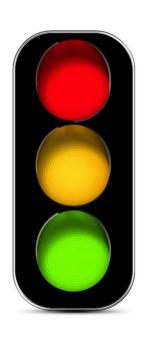
Thank You for Your Participation!





PUBLIC COMMENT SESSION

- Proceed to Main Hall and take a seat
- Wait for your number to be called
- Please keep your remarks to 3 minutes
- Everyone who signs-up will have a chance to speak
- If you need an interpreter, contact a staff person
- Si necesita un intérprete, comuníquese con un miembro del personal



THANK YOU FOR YOUR INPUT!

Comment Form (English and Spanish)



Charlotte Douglas International Airport

Public Scoping Meeting Comment Form

Embassy Suites - April 24, 2018

Welcome to the Federal Aviation Administration's (FAA's) scoping meeting for the Charlotte Douglas International Airport (CLT) Environmental Impact Statement (EIS). Scoping is one of the first steps in the National Environmental Policy Act (NEPA) process; it allows the public and government agencies the opportunity to learn about the Proposed Project and help define the scope of the EIS. The FAA regards community involvement as an essential element in the development of programs and decisions that affect the public.

Please clearly print your contact information and your comments in the space below. Please either drop this form off tonight in one of the comment boxes or mail this form to the contact and address provided on the back of the form, postmarked by **May 7, 2018**. You can also submit your comments via email at **CLTEIS@faa.gov** or online at **www.regulations.gov**. The FAA will also continue to accept comments throughout the EIS process. Please note that this form is preaddressed on the reverse side if you wish to fold and mail this sheet with your comments.

scope of the EIS. The FAA regards community involvement as an essential element in the development of programs and decisions that affect the public.	also continue to accept comments throughout the EIS process. Please note that this form is pre- addressed on the reverse side if you wish to fold and mail this sheet with your comments.
and the public.	to fold and main this sheet with your comments.
Contact Information (Optional)	
Name/Affiliation:	
Address:	
City:	
State:	Zip Code:
Email:	
Would you like to be added to the CLT EIS distribution I	ist? □Yes □No I Additional Page Included □Yes □No

 Fold Here	
	STAMP
Tommy L. Dupree, Assistant Manage FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118-2462	

Fold Here



Charlotte Douglas International Airport

Public Scoping Meeting Comment Form

West Mecklenburg High School - April 26, 2018

Welcome to the Federal Aviation Administration's (FAA's) scoping meeting for the Charlotte Douglas International Airport (CLT) Environmental Impact Statement (EIS). Scoping is one of the first steps in the National Environmental Policy Act (NEPA) process; it allows the public and government agencies the opportunity to learn about the Proposed Project and help define the scope of the EIS. The FAA regards community involvement as an essential element in the development of programs and decisions that affect the public.

Please clearly print your contact information and your comments in the space below. Please either drop this form off tonight in one of the comment boxes or mail this form to the contact and address provided on the back of the form, postmarked by **May 7, 2018**. You can also submit your comments via email at **CLTEIS@faa.gov** or online at **www.regulations.gov**. The FAA will also continue to accept comments throughout the EIS process. Please note that this form is preaddressed on the reverse side if you wish to fold and mail this sheet with your comments.

involvement as an essential element in the development of programs and decisions that affect the public.	the EIS process. Please note that this form is pre- addressed on the reverse side if you wish to fold and mail this sheet with your comments.
Contact Information (Optional)	
Name/Affiliation:	
Address:	
City:	
	Zip Code:
Email:	
Would you like to be added to the CLT EIS distribution	list? □Yes □No I Additional Page Included □Yes □No

 Fold Here	
	STAMP
Tommy L. Dupree, Assistant Manage FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118-2462	

Fold Here



Aeropuerto International Charlotte Douglas

Formulario de Comentarios de la Reunión de Alcance Publico

Embassy Suites - 24 de Abril del 2018

Bienvenidos a la Reunión de Alcance Publico de la Administración Federal de Aviación (FAA por sus siglas en inglés) sobre la Declaración de Impacto Ambiental (EIS por sus siglas en inglés) para el Aeropuerto International Charlotte Douglas (CLT). El analizar el alcance es uno de los primeros pasos del proceso de Ley Nacional de Política Ambiental (NEPA por sus siglas en inglés); este brinda a las agencias públicas y gubernamentales la oportunidad de aprender sobre el Proyecto Propuesto y ayuda a definir el alcance del EIS. La FAA se refiere a la participación de la comunidad como un elemento esencial en el desarrollo de programas y decisiones que afectan al público.

Por favor imprima claramente su información de contacto y sus comentarios en el espacio a continuación. Por favor entregue esta forma esta noche en una de las cajas de comentarios o envíe esta forma por correo a la persona de contacto y a la dirección proporcionada en la parte posterior de esta forma, con fecha limite del sello de envío del 7 de Mayo del 2018. Usted también puede enviar los comentarios vía correo electrónico al CLTEIS@faa.gov o en línea en el www.regulations.gov. La FAA también continuará aceptando comentarios a través del proceso del EIS. Por favor tenga en cuenta que esta forma ya tiene la dirección impresa al reverso si usted desea doblar y enviar esta forma por correo con sus comentarios.

·	
nformación de Contacto (Opcional)	
Iombre/Afiliación:	
Dirección:	
Diudad:	
Estado:	
Dirección de Correo Electrónico:	
Le gustaría ser agregado a la lista de distribución del CLT EIS?	□Si □No l Página Adicional Incluida □Si □No

Doblar Aquí		
Tommy L. Dupree, Assistant Manager FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118-2462	ESTAMPILLA	

Doblar Aquí



Aeropuerto International Charlotte Douglas

Formulario de Comentarios de la Reunión de Alcance Publico

West Mecklenburg High School - 26 de Abril del 2018

Bienvenidos a la Reunión de Alcance Publico de la Administración Federal de Aviación (FAA por sus siglas en inglés) sobre la Declaración de Impacto Ambiental (EIS por sus siglas en inglés) para el Aeropuerto International Charlotte Douglas (CLT). El analizar el alcance es uno de los primeros pasos del proceso de Ley Nacional de Política Ambiental (NEPA por sus siglas en inglés); este brinda a las agencias públicas y gubernamentales la oportunidad de aprender sobre el Proyecto Propuesto y ayuda a definir el alcance del EIS. La FAA se refiere a la participación de la comunidad como un elemento esencial en el desarrollo de programas y decisiones que afectan al público.

Por favor imprima claramente su información de contacto y sus comentarios en el espacio a continuación. Por favor entregue esta forma esta noche en una de las cajas de comentarios o envíe esta forma por correo a la persona de contacto y a la dirección proporcionada en la parte posterior de esta forma, con fecha limite del sello de envío del 7 de Mayo del 2018. Usted también puede enviar los comentarios vía correo electrónico al CLTEIS@faa.gov o en línea en el www.regulations.gov. La FAA también continuará aceptando comentarios a través del proceso del EIS. Por favor tenga en cuenta que esta forma ya tiene la dirección impresa al reverso si usted desea doblar y enviar esta forma por correo con sus comentarios.

	por correo con sus comentarios.
Información de Contacto (Opcional)	
Nombre/Afiliación:	
Dirección:	
Ciudad:	
	Código Postal:
Dirección de Correo Electrónico:	
¿Le gustaría ser agregado a la lista de dis	stribución del CLT EIS? □Si □No I Página Adicional Incluida □Si □No

Doblar Aquí		
Tommy L. Dupree, Assistant Manager FAA, Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118-2462	ESTAMPILLA	

Doblar Aquí

Informational Boards



What is the National Environmental Policy Act (NEPA)?

 NEPA is a federal statute that requires federal agencies to evaluate the potential environmental effects of a proposed project, and inform and involve the public before making decisions. The Federal Aviation Administration (FAA) is the lead federal agency preparing an Environmental Impact Statement (EIS) for a Proposed Project at Charlotte Douglas International Airport (CLT).

What is an Environmental Impact Statement (EIS)?

 An EIS is a detailed written statement that defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of, and identifies measures that may mitigate the effects of a proposed project.



Roles and Responsibilities for Preparing the EIS

The Federal Aviation Administration (FAA) is the **Lead Federal Agency**. The FAA's responsibilities include:

- Serving as the Project Lead
- Providing Independent Review of the Proposed Project
- Directing the Environmental Impact Statement (EIS) Content and Schedule
- Ensuring compliance with the National Environmental Policy Act (NEPA), Council on Environmental Quality NEPA regulations, FAA environmental orders, and other environmental requirements such as special purpose laws (for example, The Clean Water Act and the National Historic Preservation Act).

The City of Charlotte is the **Project Sponsor**. The Project Sponsor's responsibilities include:

- Adhering to federal, state, and local laws and requirements
- Providing data to the Project Team
- Assisting the FAA, if requested, in public outreach efforts and engaging with the surrounding community during the NEPA public involvement process

VHB leads the Consultant Team. The Consultant Team's responsibilities include:

Working under the direction of the FAA to prepare the EIS



Public Involvement and How to Comment

The Federal Aviation Administration (FAA) is committed to complete, open, and effective participation in agency actions and decisions. During the scoping process, you will have several opportunities to provide input and comments on the Proposed Project. Your comments will help define the scope and content of the EIS.

To Provide Oral Comments Publicly:

- 1. Sign up at the welcome desk and take a number.
- 2. Provide up to a three-minute comment when your number is called.

Your comments will be recorded by a stenographer. Comments may also be provided to a stenographer privately.

To Provide Written Comments:

- 1. Write your comments on the forms available at the welcome desk and by comment boxes.
- 2. Place your written comments in one of the comment boxes.
- 3. Alternatively, mail or email your comments postmarked by May 7, 2018 to contact below.

FAA Contact Information

Tommy L. Dupree, Assistant Manager

FAA, Memphis Airports District Office

2600 Thousand Oaks Blvd., STE 2250

Memphis, TN 38118-2462

Phone: (901) 322-8180

Fax: (901) 322-8195

Project Email Address: CLTEIS@faa.gov

Project Website: www.CLTEIS.com

The Scoping Comment Period Ends May 7, 2018

(Comments must be postmarked by May 7, 2018.)





2 Identify Purpose and Need

B Develop Alternatives

4 Study Affected Environment

5 Analyze Environmental Impact

6 Identify Mitigation

Publish Draft EIS

Public Review Period

Hold Public Hearings

Publish Final EIS

FAA Issues the Record of Decision (ROD)



Scoping

Begins with publication of the Notice of Intent in the Federal Register.

Scoping is an early and open process for determining the scope of issues to be addressed in an EIS and identifying the significant issues related to a Proposed Project.

2 Identify Purpose and Need

Defines the problem being addressed and describes the desired outcomes of the Proposed Project.

3 Develop Alternatives

Identifies the range of reasonable and feasible alternatives that will be rigorously explored and objectively evaluated in the EIS.
Alternatives eliminated from detailed study, and the reasons for their elimination, will also be discussed.

4 Study Affected Environment

Documents existing conditions within the Project Study Area.

5 Analyze Environmental Impact

Evaluates the potential direct, indirect, and cumulative impacts of the Proposed Project and alternatives.

6 Identify Mitigation

Identifies measures to avoid, minimize, or mitigate any potential significant impacts.

7 Publish Draft EIS

Identifies and describes the
Proposed Project; Purpose and Need;
Alternatives; Affected Environment;
Environmental Impact Analysis; and
Mitigation Measures. The Draft EIS
also identifies any special purpose
environmental laws that apply to the
Project and demonstrates how the
FAA will comply with those laws.

8 Public Review Period

The public review period begins with publication of the Notice of Availability in the Federal Register.
The public review period, which will be at least 45 days, allows interested parties and members of the public to review and comment on the scope and content of the Draft EIS.

9 Hold Public Hearings

Provides opportunity for the public to learn about and discuss the Proposed Project with technical experts and provide oral or written comments on the Draft EIS.

10 Publish Final EIS

Responds to public and agency comments on the Draft EIS, identifies the preferred alternative, and presents the final evaluation of potential impacts and mitigation measures.

FAA Issues the Record of Decision (ROD)

Identifies the alternative the FAA has selected for implementation by the Project Sponsor, provides the rationale for the selected alternative, and documents required mitigation measures. Issuance of the ROD is the final step in the NEPA process.



Anticipated Schedule



Publish a
Notice of
Intent to
Prepare an EIS



Hold Agency
and Public
Scoping
Meetings



Publish the
Draft EIS,
Hold Public
Review Period,
and Public
Meetings



Publish the Final EIS, FAA Issues Record of Decision



Start of
Construction

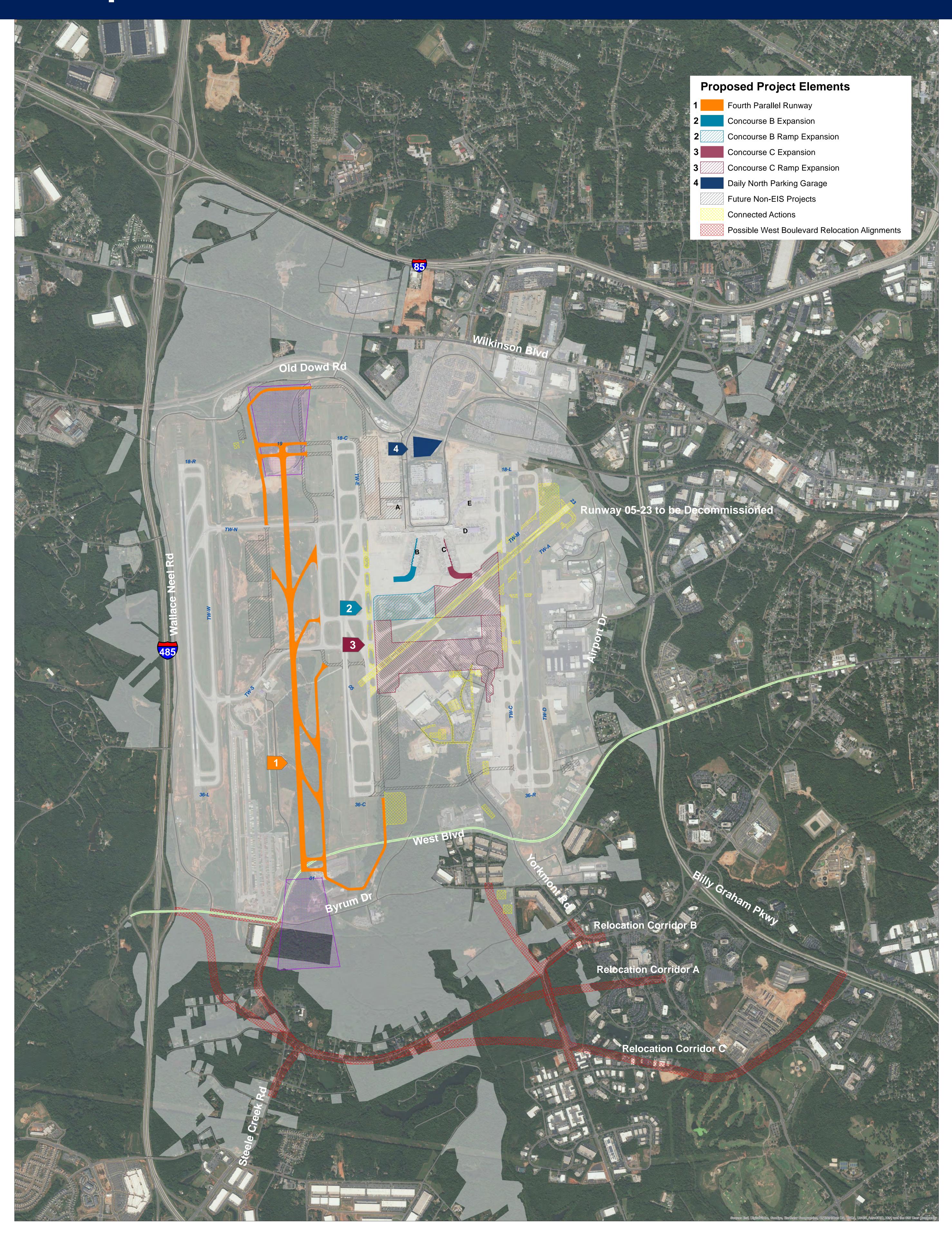


Project
Completion

EIS Environmental Impact Statement

Proposed Action







Roads

Airport Property

Proposed RPZ Existing West Boulevard





Proposed Action

Proposed Project Elements	Description
Fourth Parallel Runway 1-19 and End Around Taxiways	 ✓ Construct 12,000-foot runway including End Around Taxiways ✓ Improves airfield operations
Concourse B Expansion and Ramp	 ✓ Extend Concourse B to the west ✓ Create 10-12 additional gates ✓ Expand ramp to support concourse expansion and additional gates ✓ Relieves congestion, reduces delays, and enhances capacity
Concourse C Expansion and Ramp	 ✓ Extend Concourse C to the east ✓ Create 10-12 additional gates ✓ Expand ramp to support concourse expansion and additional gates ✓ Relieves congestion, reduces delays, and enhances capacity
Daily North Parking Garage	 ✓ Construct a parking garage at north entrance of Airport ✓ Enables increased parking capacity

Construction of the new runway along with terminal and ramp expansion projects would require decommissioning of Runway 5-23 and relocation of West Boulevard.



No Action Alternative

Under the future No Action Alternative (2028):

- The Airport infrastructure would be similar to current day conditions
- Other planned airport improvement projects for which the FAA has given National Environmental Policy Act (NEPA) approval but that may not yet be constructed

Under this scenario, the Airport would continue to experience:

- Increases in delay per operation that would nearly double from 2016 to 2033 with the existing runway facilities
- Peak hour demand of the runway system would continue to be exceeded with the concentrated arrival and departure activity associated with the airline hub
- Congestion and inefficient runway operations would threaten schedule reliability for the efficient airline hub operation
- Inefficient runway operations due to the taxiway and ramp design and the presence of the crosswind Runway 5-23 in relation to ramp operations
- Congestion in the terminal ramp and departure queuing area
- Overcrowded conditions in Concourses B and C due to a shortage of suitable gates and undersized holdrooms and corridors
- Need for additional parking



Environmental Impact Categories to be Evaluated in the Environmental Impact Statement (EIS)

- ✓ Air Quality
- ✓ Biological Resources (including fish, wildlife, and plants)
- √ Climate
- ✓ Department Of
 Transportation Act,
 Section 4(f) Resources
 (Parks/Historical Resources)
- √ Farmlands
- ✓ Ground Transportation
- ✓ Hazardous Materials, Solid Waste, and Pollution Prevention
- ✓ Historical, Architectural,
 Archeological and
 Cultural Resources

- ✓ Land Use
- ✓ Natural Resources and Energy Supply
- ✓ Noise and Noise-Compatible Land Use
- ✓ Socioeconomics,
 Environmental Justice,
 Children's Environmental
 Health and Safety Risks
- ✓ Visual Effects (including light emissions)
- ✓ Water Resources (including wetlands, floodplains, surface waters, groundwater, and Wild and Scenic Rivers)

Water Resources

FEMA Floodplain

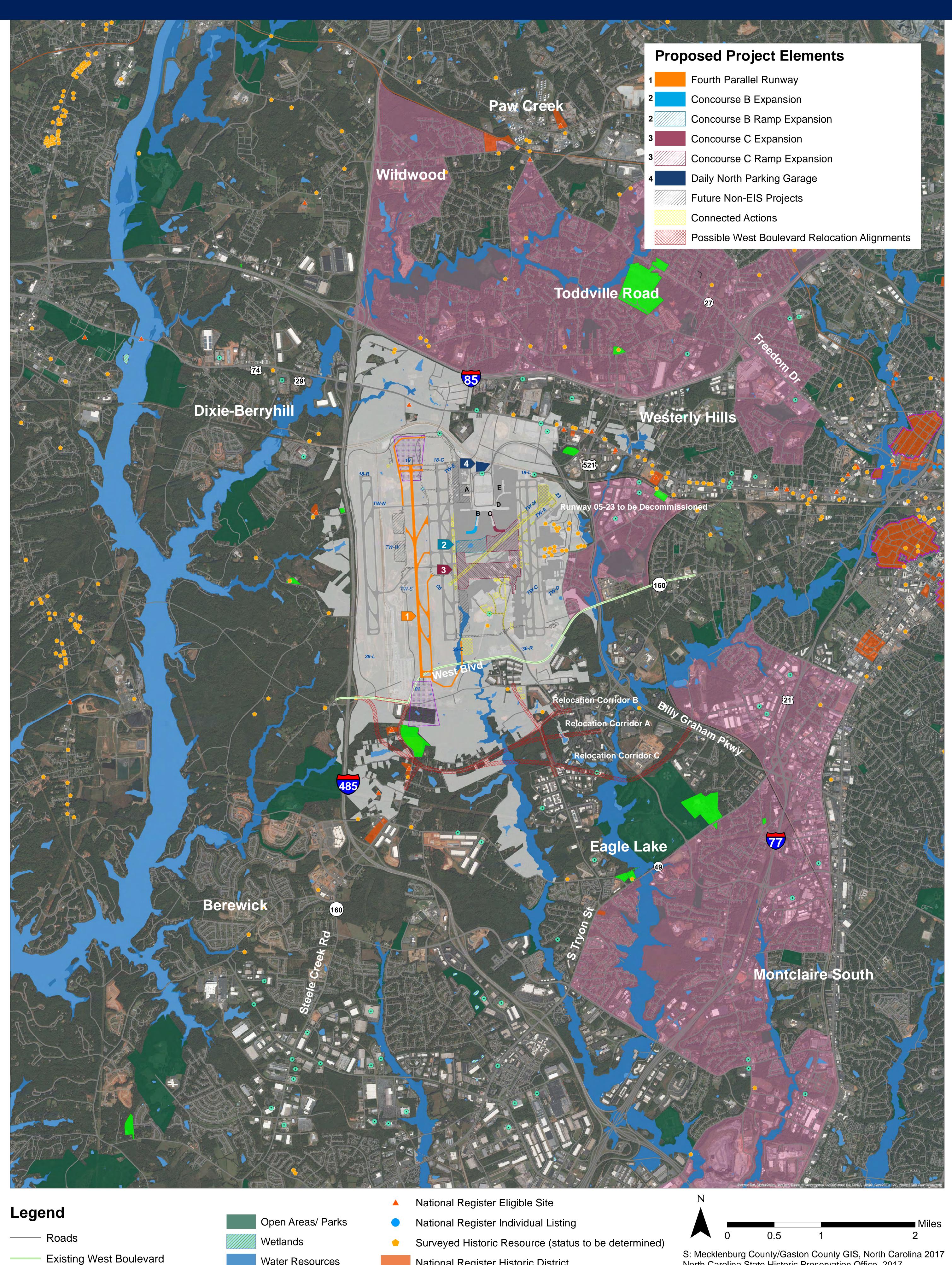
Hazardous Material Sites

Airport Property

Environmental Justice Communities

Environmental Resources





National Register Historic District

Local Historic Districts

Historic Cemeteries

North Carolina State Historic Preservation Office, 2017

United States Environmental Protection Agency, 2017

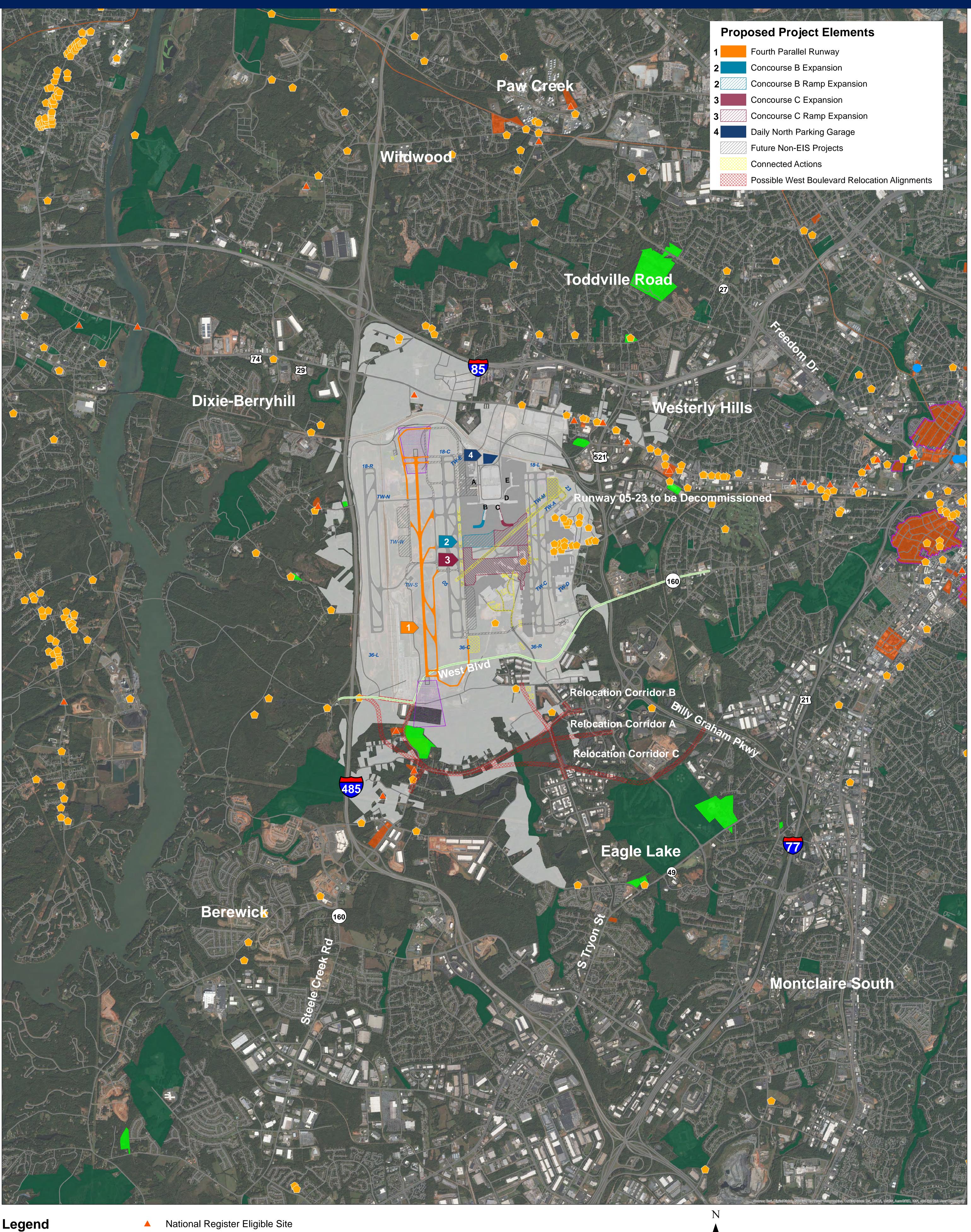
North Carolina Natural Heritage Program, 2017

Natural Resources Conservation Service, 2018

North Carolina Department of Environmental Quality, 2017

Federal Aviation Administration

Cultural Resources/Parks and Open Spaces





Airport Property Open Areas/ Parks National Register Individual Listing

Surveyed Historic Resource (status to be determined) National Register Historic District

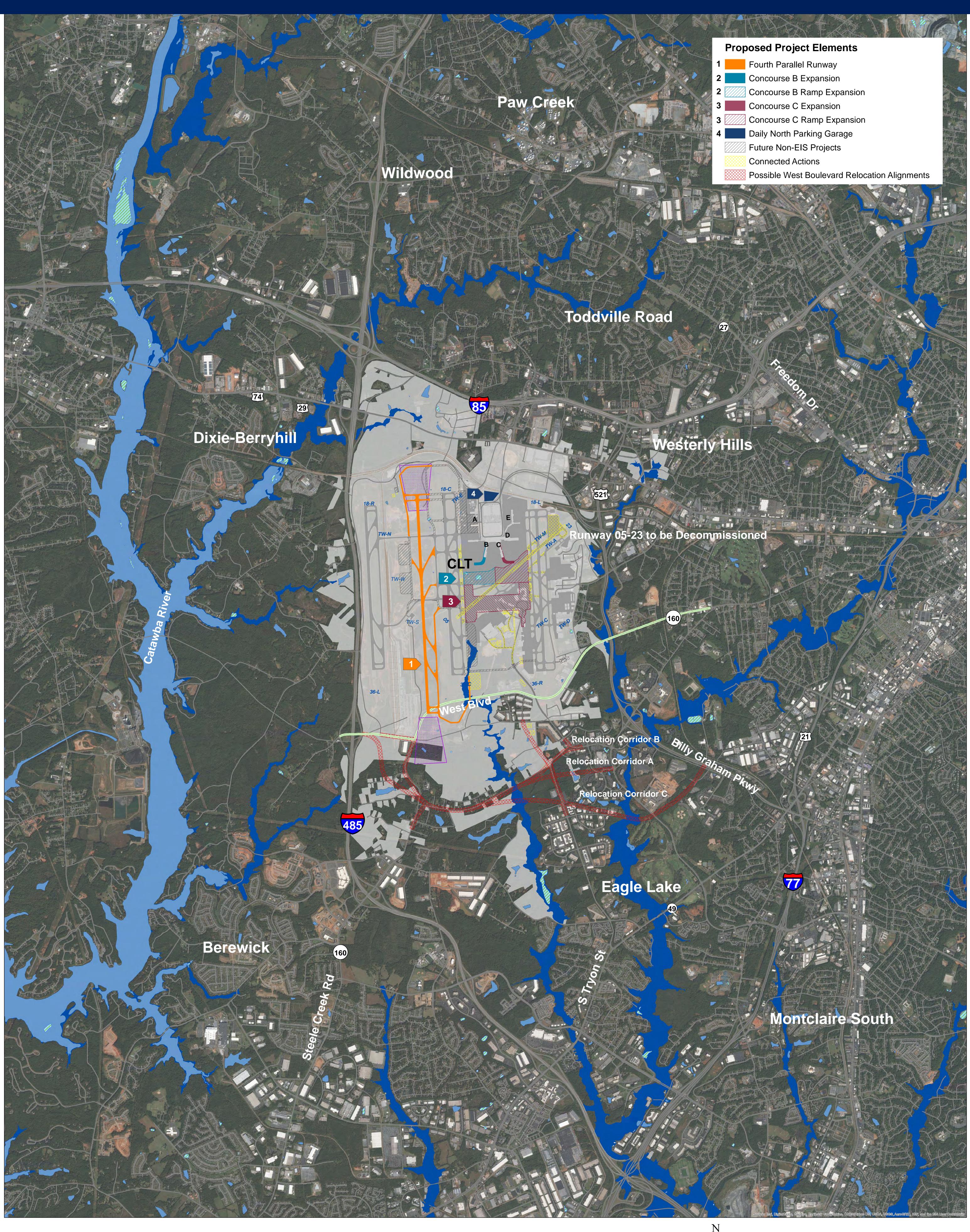
Local Historic Districts

Historic Cemeteries

S: Mecklenburg County/Gaston County GIS, North Carolina 2017 North Carolina State Historic Preservation Office, 2017 North Carolina Department of Environmental Quality, 2017 North Carolina Natural Heritage Program, 2017 United States Environmental Protection Agency, 2017

Water Resources





Legend

Roads
Existing West Boulevard

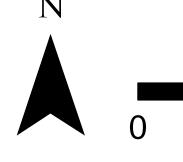
Airport Property

levard

Wetlands
Water Res

Water Resources

FEMA Floodplains and Floodways



0.5 1 Miles

S: Mecklenburg County/Gaston County GIS, North Carolina 2017 North Carolina Department of Environmental Quality, 2017 United States Environmental Protection Agency, 2017

Prime Farmlands

Wetlands

Water Resources

FEMA 100-Year Floodplain

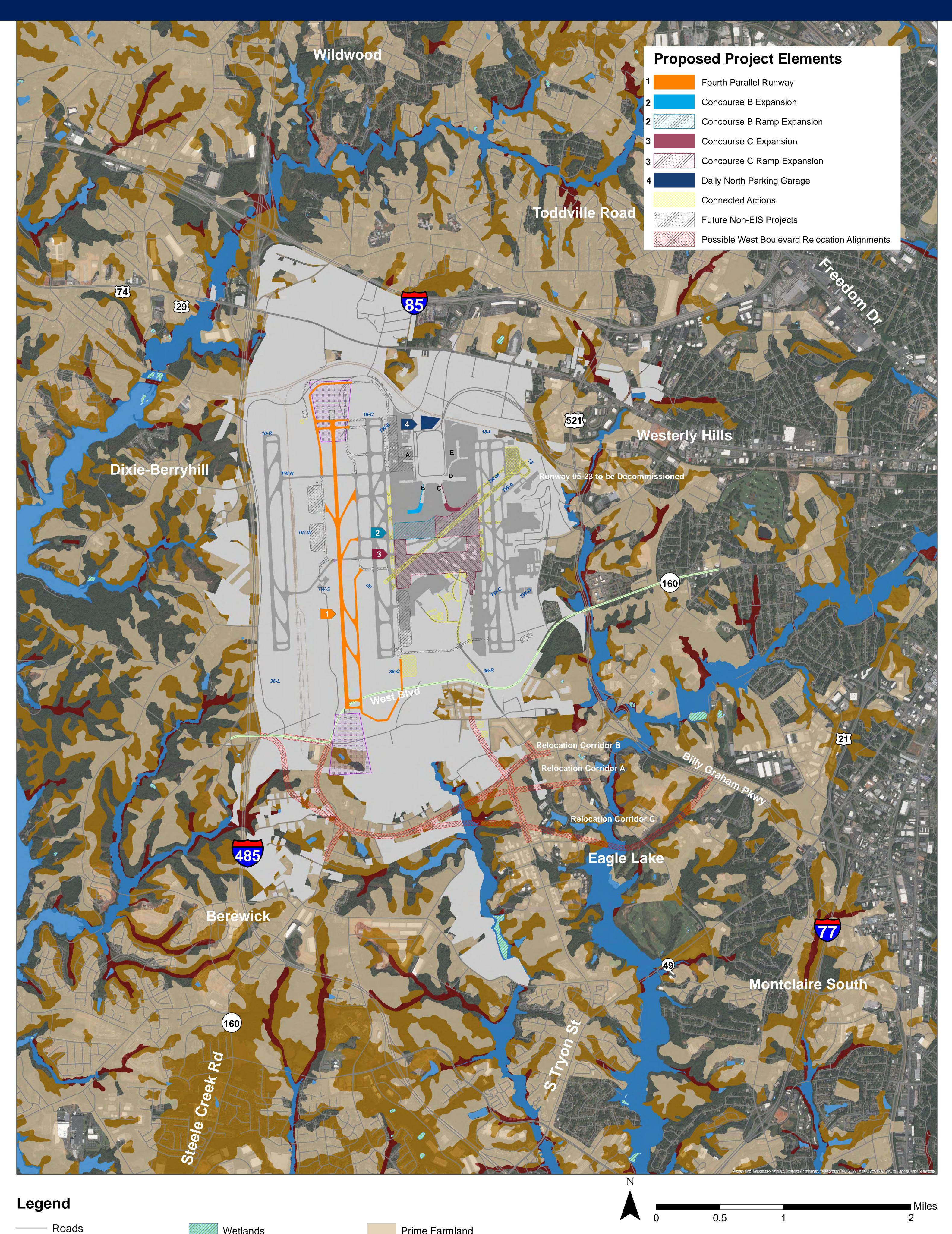
Existing West Boulevard

Airport Property



S: Mecklenburg County/Gaston County GIS, North Carolina 2017 Natural Resources Conservation Service, 2018

United States Environmental Protection Agency, 2017



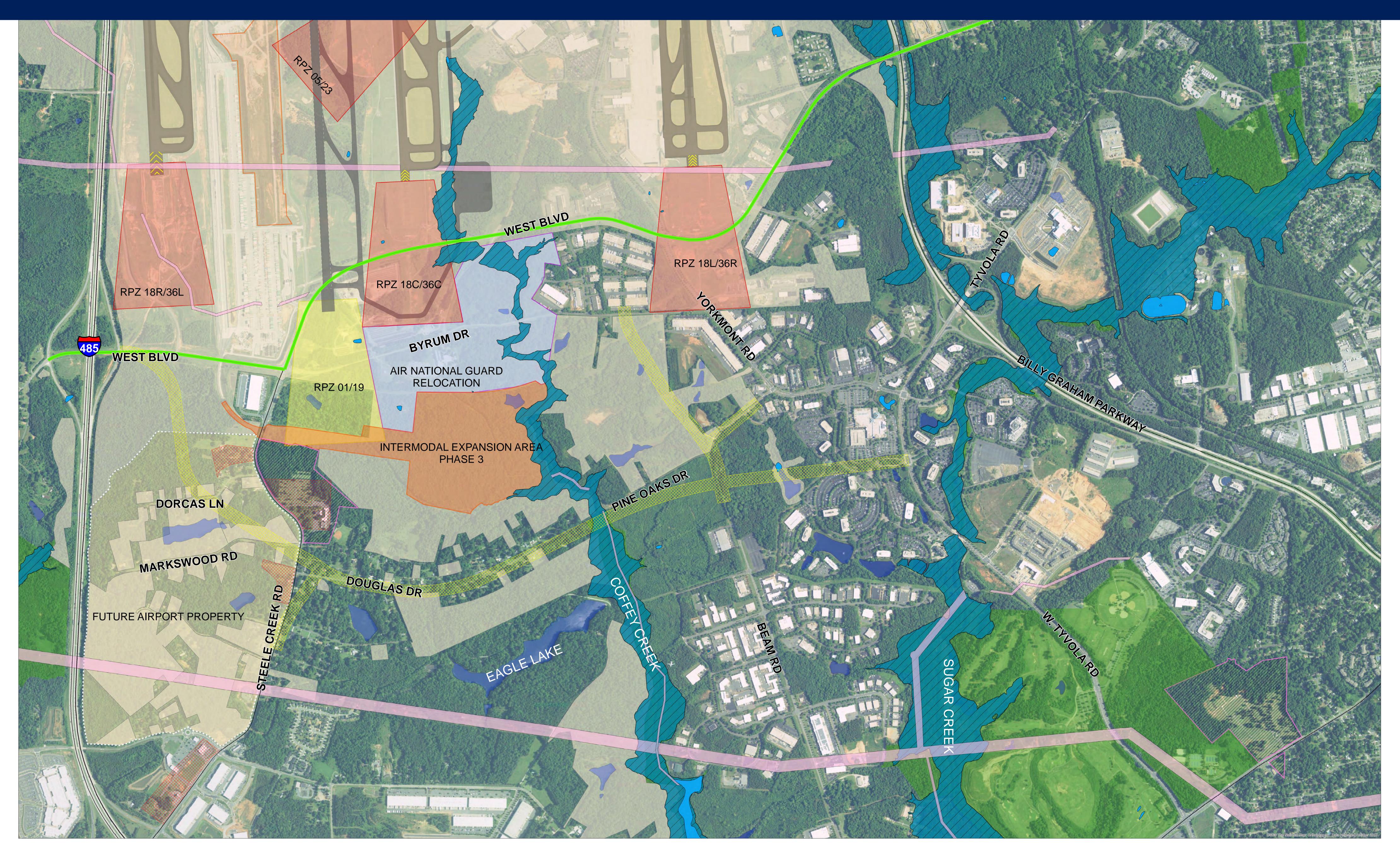
Prime Farmland

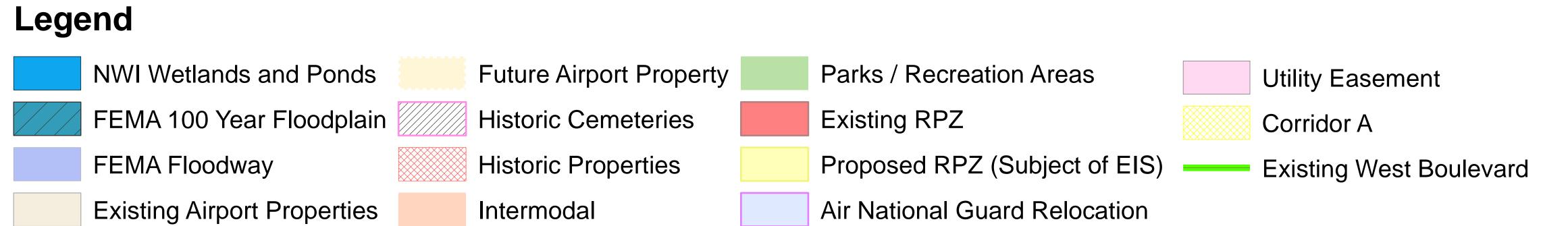
Farmland of Statewide Importance

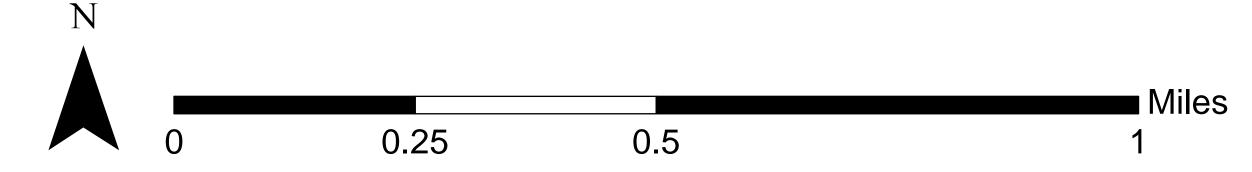
Prime Farmland if Drained/ Not Flooded

West Boulevard Relocation Corridor A



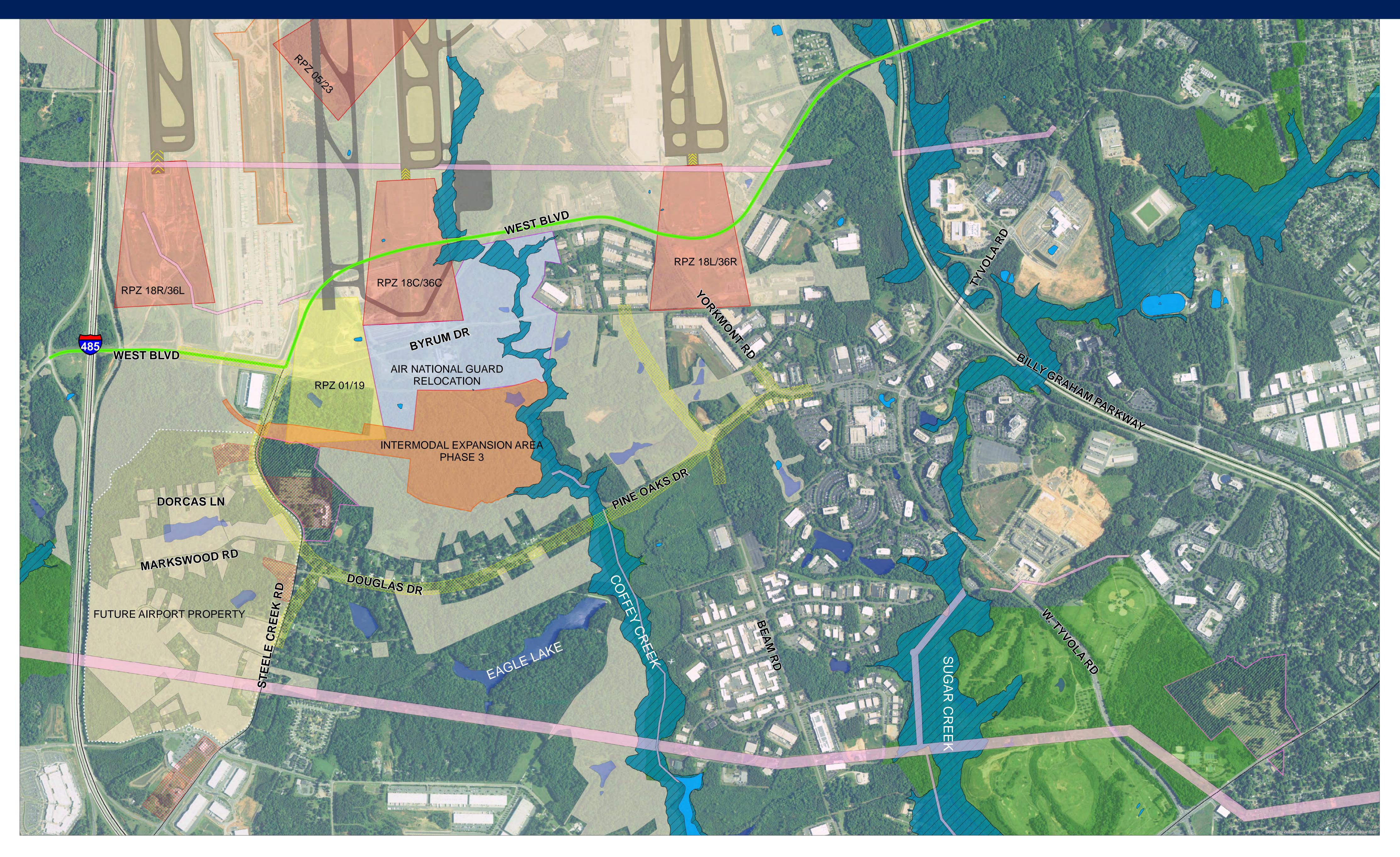


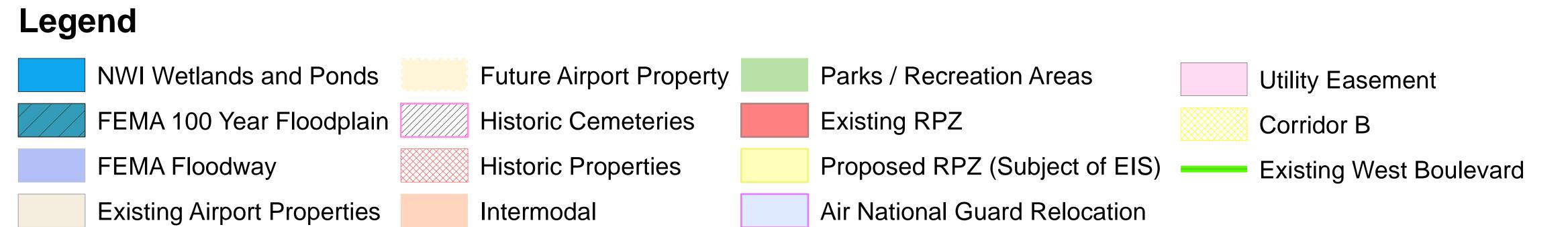


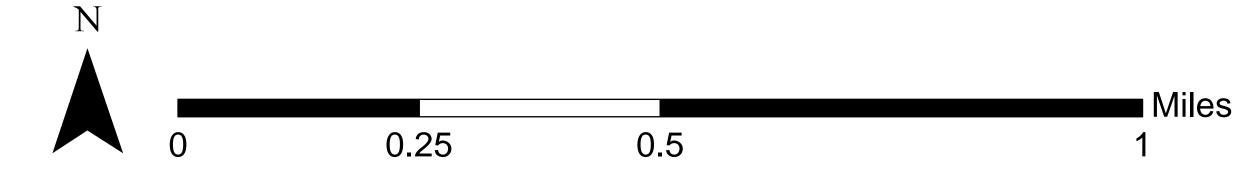


Federal Aviation Administration

West Boulevard Relocation Corridor B

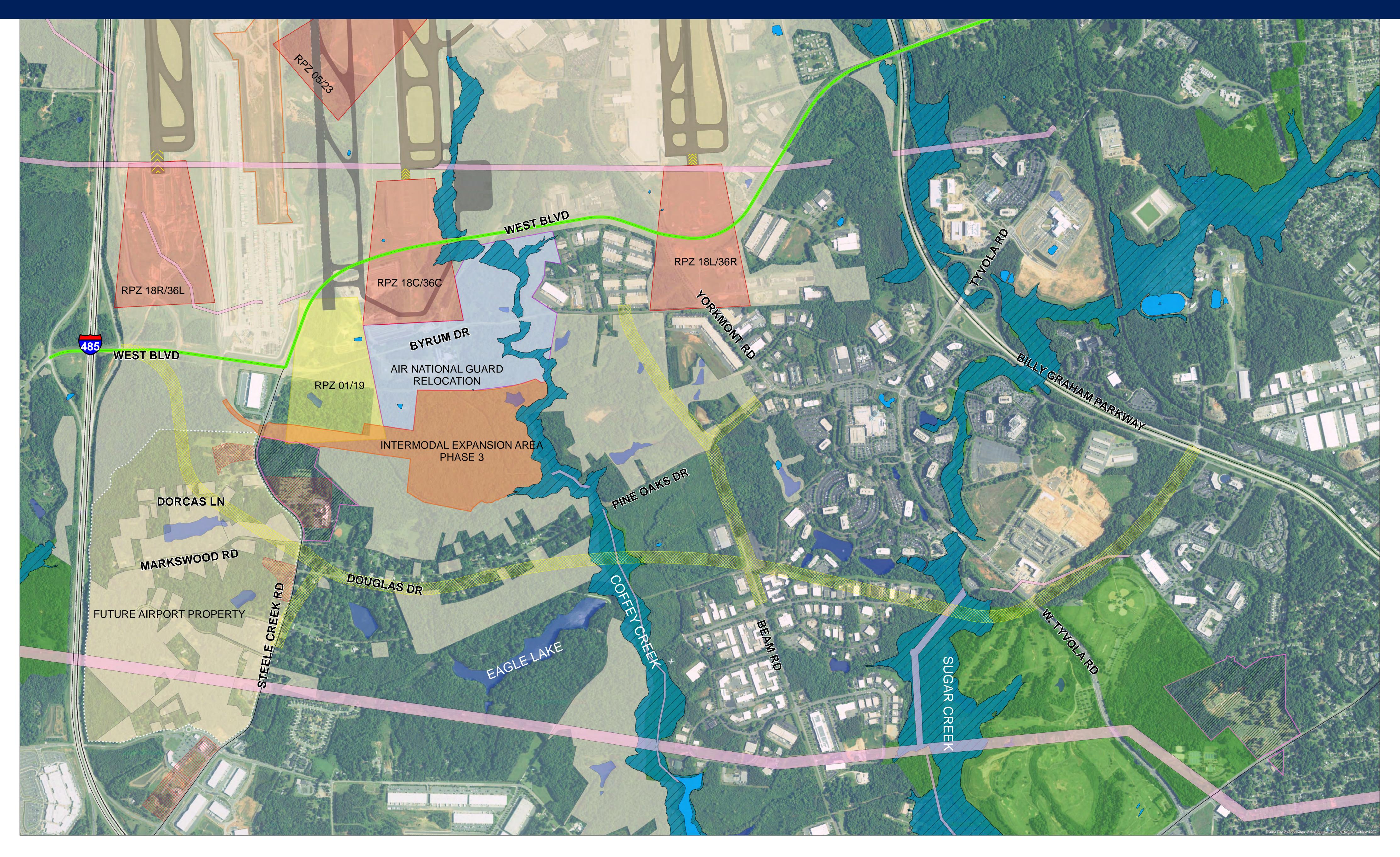


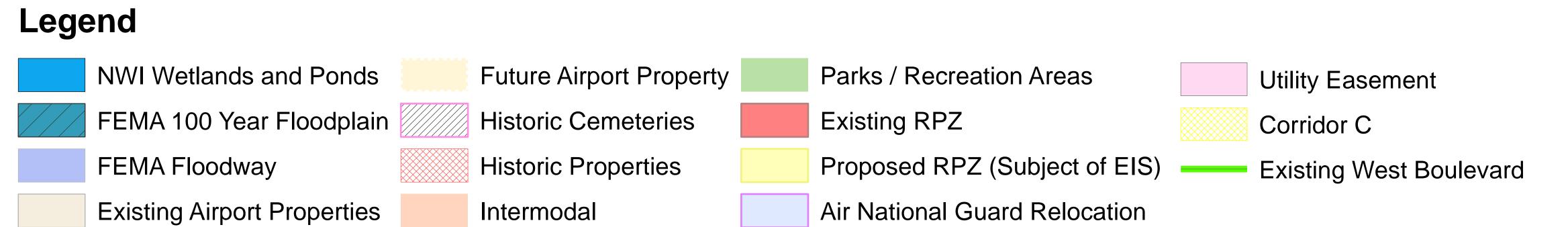


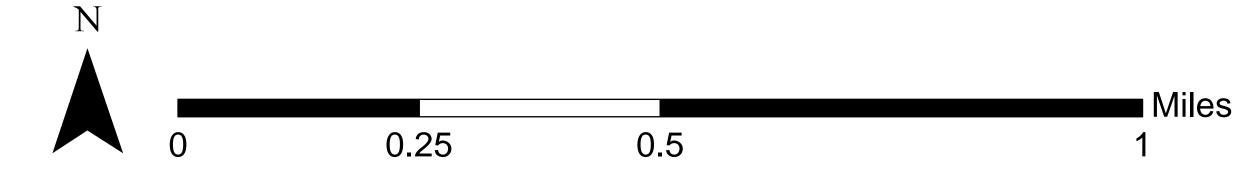


Federal Aviation Administration

West Boulevard Relocation Corridor C







Notice of Cancellation of Environmental Impact Statement for Proposed Capacity Enhancements and Other Improvements

Federal Register Notice February 27, 2019

EA is available on the Board's website (www.stb.dot.gov) by clicking on the "Decisions & Notices" button that appears in the drop down menu for "ELIBRARY," and searching by Service Date (February 22, 2019) or Docket Number (FD 36186).

DATES: The EA is available for public review and comment. Comments must be postmarked by March 14, 2019. OEA will consider and respond to comments received on the Draft EA in the Final EA. The Board will issue a final decision on the proposed transaction after issuance of the Final EA.

Filing Environmental Comments:
Comments submitted by mail should be addressed to: Josh Wayland, Surface Transportation Board, 395 E Street SW, Washington, DC 20423. Comments on the Draft EA may also be filed electronically on the Board's website, www.stb.dot.gov, by clicking on the "E FILING" link. Please refer Docket No. FD 36186 in all comments, including electronic filings.

FOR FURTHER INFORMATION CONTACT: Josh Wayland by mail at the address above, by telephone at 202–245–0330, or by email at *joshua.wayland@stb.gov*.

By the Board, Victoria Rutson, Director, Office of Environmental Analysis.

Regena Smith-Bernard,

Clearance Clerk.

[FR Doc. 2019-03363 Filed 2-26-19; 8:45 am]

BILLING CODE 4915-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Intent To Release Airport Property

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on request to release airport property for non-aeronautical use; Deadhorse Airport (SCC), Deadhorse, Alaska.

SUMMARY: The FAA proposes to rule and invites public comment on the release of land at the Deadhorse Airport, Deadhorse, Alaska.

DATES: Comments must be received on or before March 29, 2019.

ADDRESSES: Documents are available for review by appointment at the FAA Anchorage Airports Regional Office, Molly Lamrouex, Compliance Manager, 222 W 7th Avenue, Anchorage, AK. Telephone: (907) 271–5439/Fax: (907) 271–2851 and the Alaska Dept. of Transportation and Public Facilities,

2301 Peger Rd., Fairbanks, AK 99709. Telephone: (907) 451–2216.

Written comments on the Sponsor's request must be delivered or mailed to: Molly Lamrouex, Compliance Manager, Federal Aviation Administration, Airports Anchorage Regional Office, 222 W 7th Avenue, Anchorage AK 99513, Telephone Number: (907) 271–5439/ FAX Number: (907) 271–2851.

FOR FURTHER INFORMATION CONTACT:

Molly Lamrouex, Compliance Manager, Federal Aviation Administration, Alaskan Region Airports District Office, 222 W 7th Avenue, Anchorage, AK 99513. Telephone Number: (907) 271– 5439/FAX Number: (907) 271–2851.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release the aeronautical use only grant provision for a portion of lease Lot 1A, Block 700 at the Deadhorse Airport (SCC) under the provisions of 49 U.S.C. 47107(h)(2). The Alaska Department of Transportation and Public Facilities has requested from the FAA that a portion of airport property currently leased to Deadhorse Aviation Center be released for an interim non-aeronautical use. The FAA has determined that the release of the property will not impact future aviation needs at the airport. The FAA may approve the request, in whole or in part, no sooner than 30 days after the publication of this notice.

The disposition of proceeds from the non-aeronautical lease of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

Issued in Anchorage, Alaska, on February 19, 2019.

Kristi Warden,

Acting Director, Alaskan Airports Regional Office, FAA, Alaskan Region.

[FR Doc. 2019-03334 Filed 2-26-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Cancellation of Environmental Impact Statement for Proposed Capacity Enhancements and Other Improvements at Charlotte Douglas International Airport, Charlotte, Mecklenburg County, NC

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: 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.

SUMMARY: The Federal Aviation Administration (FAA) announces that it has discontinued preparation of an **Environmental Impact Statement (EIS)** for proposed capacity enhancements and other improvements (Proposed Action) at Charlotte Douglas International Airport (CLT), Charlotte, NC. The Proposed Action initially presented to the FAA entailed: (1) A Fourth 12,000-foot Parallel Runway 1-19 and End-Around Taxiways; (2) Concourse B and Ramp Expansion; (3) Concourse C and Ramp Expansion; and (4) Daily North Parking Deck. Based on developments during the National Environmental Policy Act, 42 U.S.C. 4321 et seq. (NEPA), review process, the project now subject to environmental review includes a fourth parallel runway of only 10,000 feet. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements, as described in greater detail below in the Supplementary Information section of this Notice, to warrant cancellation of the EIS and conversion to an Environmental Assessment (EA).

DATES: Cancellation of this EIS is immediate.

ADDRESSES: Mail all comments, statements, or questions concerning this notice to: Mr. Tommy L. Dupree, Assistant Manager, Memphis Airports District Office, 2600 Thousand Oaks Blvd., Suite 2250, Memphis, TN 38118. You may also send comments to CLTEIS@faa.gov.

In addition, one copy of any comment submitted to the FAA should be mailed or delivered to Mr. Jack Christine, Chief Operating Officer, City of Charlotte Aviation Department, 5601 Wilkinson Boulevard, Charlotte, NC 28208.

SUPPLEMENTARY INFORMATION: On March 22, 2018, the FAA published in the Federal Register a Notice of Intent (NOI) to prepare an EIS and to conduct public and agency scoping meetings (Volume 83, Number 05583, FR 12369–12640). The FAA held two governmental agency scoping meetings for Federal, state, and local regulatory agencies in Raleigh, NC, on April 24, 2018 and Charlotte, NC, on April 25, 2018, in addition to two public scoping meetings for the general public in Charlotte, NC, on April 24 and 26, 2018. FAA issued a Notice to Proceed for the EIS April 24, 2017.

In October 2018, FAA conducted an EIS runway length analysis for the proposed 12,000-foot runway, and the

analysis determined that only a 10,000foot runway was required to meet the purpose and need. The analysis was coordinated with the City of Charlotte and its airline tenants. Given this change to a major element of the sponsor's Proposed Action, the FAA began a process of reevaluating the appropriate level of environmental documentation for compliance with NEPA, the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations parts 1500-1508), FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. This evaluation focused on likely changes to environmental impacts anticipated to occur as a result of the runway length change.

In determining the appropriate level of environmental review going forward, the sponsor, at the request of the FAA, has performed a preliminary noise analysis of the revised Proposed Action. In addition, the FAA has evaluated potential changes in other anticipated environmental impact categories. The FAA has also considered potential mitigation for such impacts. In light of this review, the FAA anticipates that compliance with NEPA can adequately be achieved by preparation of an EA. The City of Charlotte will be responsible for the development of the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance. In addition, the FAA will work with the City of Charlotte to ensure an appropriate level of public involvement is provided as part of the EA process. Once completed, the City will forward the environmental document to the FAA. The FAA remains the responsible Federal agency for compliance with the requirements of NEPA. In this capacity, FAA will make its own independent evaluation of the environmental issues and take responsibility for the scope and content of the EA. The FAA also will make a final decision on whether it can issue a satisfactory environmental finding based upon the EA. The FAA will thereafter determine whether it may take the federal actions necessary to allow implementation of the project. All questions concerning the development, commencement, and public notices related to the EA, should be directed to The City of Charlotte Aviation Department, Mr. Jack Christine, Chief Operating Officer, 5601 Wilkinson Boulevard, Charlotte, NC 28208.

More information on the Proposed Action and the NEPA process is

available on the project website at: www.clteis.com.

Issued in Memphis, Tennessee on February 21, 2019.

Phillip J. Braden,

Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 2019-03434 Filed 2-26-19; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2018-0403]

Qualification of Drivers; Exemption Applications; Implantable Cardioverter Defibrillators

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of applications for exemption; request for comments.

SUMMARY: FMCSA announces receipt of applications from seven individuals for an exemption from the prohibition in the Federal Motor Carrier Safety Regulations (FMCSRs) against operation of a commercial motor vehicle (CMV) by persons with a current clinical diagnosis of myocardial infarction, angina pectoris, coronary insufficiency, thrombosis, or any other cardiovascular disease of a variety known to be accompanied by syncope, dyspnea, collapse, or congestive heart failure. If granted, the exemptions would enable these individuals with implantable cardioverter defibrillators (ICDs) to operate CMVs in interstate commerce.

DATES: Comments must be received on or before March 29, 2019.

ADDRESSES: You may submit comments identified by the Federal Docket Management System (FDMS) Docket ID FMCSA-2018-0403 using any of the following methods:

- Federal eRulemaking Portal: Go to http://www.regulations.gov. Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- Hand Delivery: West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal Holidays.
 - Fax: 1-202-493-2251.

To avoid duplication, please use only one of these four methods. See the

"Public Participation" portion of the **SUPPLEMENTARY INFORMATION** section for instructions on submitting comments. FOR FURTHER INFORMATION CONTACT: Ms. Christine A. Hydock, Chief, Medical Programs Division, (202) 366–4001, fmcsamedical@dot.gov, FMCSA, Department of Transportation, 1200 New Jersey Avenue SE, Room W64-224, Washington, DC 20590-0001. Office hours are from 8:30 a.m. to 5 p.m., ET, Monday through Friday, except Federal holidays. If you have questions regarding viewing or submitting material to the docket, contact Docket Services, telephone (202) 366–9826.

SUPPLEMENTARY INFORMATION:

I. Public Participation

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (Docket No. FMCSA-2018-0403), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and a mailing address, an email address, or a phone number in the body of your document so that FMCSA can contact you if there are questions regarding your submission.

To submit your comment online, go to http://www.regulations.gov, put the docket number, FMCSA-2018-0403, in the keyword box, and click "Search." When the new screen appears, click on the "Comment Now!" button and type your comment into the text box on the following screen. Choose whether you are submitting your comment as an individual or on behalf of a third party and then submit.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelope.

FMCSA will consider all comments and material received during the comment period.

B. Viewing Documents and Comments

To view comments, as well as any documents mentioned in this notice as being available in the docket, go to http://www.regulations.gov. Insert the docket number, FMCSA—2018—0319, in the keyword box, and click "Search."

Environmental Assessment Public Meeting #1 October 21, 2019 & October 24, 2019

Public Meeting #1 Summary Report
Published Notices / Affidavits
Public Meeting Display Boards and Meeting Materials
Public Registration
Public Comments

Charlotte Douglas International Airport

Capacity Enhancements Environmental Assessment

Public Meeting #1 Summary Report October 21, 2019 & October 24, 2019



Overview

The City of Charlotte was originally preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of the Proposed Action at Charlotte Douglas International Airport (CLT), but the EIS was converted to an Environmental Assessment (EA) in early 2019.

Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action. Public meetings to inform the public on the conversion of the EIS to an EA and other project updates were held on Monday, October 21, 2019 and Thursday, October 24, 2019. The agendas for each meeting were identical and there was an opportunity for the public to submit written comments at each meeting. All comments obtained from the public meetings were collected and will be considered during the preparation of the EA. Approximately 120 people signed in at the public meetings.

Public Meeting – Location 1 Monday, October 21, 2019 6 p.m. to 8 p.m. Embassy Suites (main entrance) 4800 S. Tryon Street Charlotte, NC 28217 Public Meeting – Location 2
Thursday, October 24, 2019
6 p.m. to 8 p.m.
Harris Conference Center at Central
Piedmont Community College
3216 CPCC Harris Campus Drive
Charlotte, NC 28208



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Meeting Materials

Materials were created for the meeting to help the attending public gain a better understanding of the project. There were 15 boards displayed at both meetings that included a synopsis of the project, the EA process, project maps, and other major milestones. A project overview handout was also available at the meeting, which was printed in English, Spanish, and Mandarin to accommodate the diverse audience that would be attending.



ENGLISH (FRONT)



Charlotte Douglas International Airport

CAPACITY ENHANCEMENTS ENVIRONMENTAL ASSESSMENT

Overview

The City of Charlotte (Airport Sponsor) is preparing an Environmental Assessment (EA) to evaluate the potential impacts of the Proposed Action (detailed below) at Charlotte Douglas International Airport (CLT). The Proposed Action includes various airfield and terminal capacity enhancement projects. The CLT Environmental Impact Statement (EIS) that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019. The FAA cancelled the EIS because a runway length analysis determined only a 10,000-foot runway is required to meet the purpose and need for the project. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA. The Airport Sponsor will now comply with the National Environmental Policy Act (NEPA) by preparing an EA. Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action. The Airport Sponsor expects to complete the EA in 2020. The Airport Sponsor will prepare the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance.

Proposed Action

The Proposed Action will consist of the following projects:

- Runway and Taxiways: Construction of a 10,000-foot runway. The Airport Sponsor's preferred location is
 between existing center runway, 18C/36C, and west runway 18R/36L. The project also includes associated
 taxiways, including a partial north End-Around Taxiway (EAT), a full south EAT, and parallel high-speed exit
 and connector taxiways.
- Concourse B and Ramp Expansion: Extension of Concourse B to the west, creating 10 to 12 additional gates and
 expansion of the ramp to support the Concourse B extension and additional gates.
- Concourse C and Ramp Expansion: Extension of Concourse C to the east, creating 10 to 12 additional gates.
 Ramp expansion is needed to facilitate aircraft movement between the east and west airfield outside of the immediate terminal ramp.
- Daily North Parking Garage: Construction of a parking deck at the north entrance of the Airport.

The project includes relocating West Boulevard and decommissioning Runway 05/23.

Why the Proposed Action is Needed

CLT is the sixth busiest airport in the United States. The FAA forecasts that flights will grow at an average rate of almost 1.85 percent annually, from more than 550,000 flights in 2018 to 745,000 flights in 2033 and from 23.2 million passenger enplanements to 31.5 million passenger enplanements during that time.

In 2016, the Airport Sponsor completed an Airport Capacity Enhancement Plan (ACEP). The ACEP recommended that the Airport Sponsor complete various airfield and terminal improvements at CLT by 2028 to accommodate future aviation demand.

Environmental Assessment

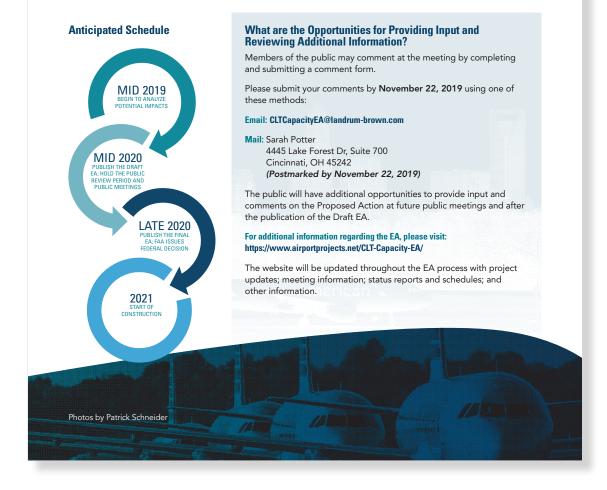
The City of Charlotte is the Airport Sponsor. The Federal Aviation Act of 1958 requires the Airport Sponsor to obtain FAA approval to construct the Proposed Action at the Airport. The Airport Sponsor will be responsible for the development of the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance. The FAA

ENGLISH (BACK)

remains the responsible Federal agency for compliance with the requirements of NEPA. In this capacity, FAA will make its own independent evaluation of the environmental issues and take responsibility for the scope and content of the EA. The FAA also will make a final decision on whether it can issue a satisfactory environmental finding based upon the EA. The FAA will thereafter determine whether it may take the federal actions necessary to allow implementation of the project.

The Council on Environmental Quality states that an EA is a "concise document" that takes a "hard look" at expected environmental effects of a proposed action. An EA defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of a proposed action and its alternatives, and demonstrates compliance with other Executive Orders and environmental statutes. The EA will analyze and document potential environmental effects from the Proposed Action and alternatives and develop measures that may mitigate those effects.

Similar to the EIS, this EA will consider a "No Action" alternative. Additionally, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action on the following resource categories: air quality; biological resources; climate; coastal resources; Department of Transportation Act (known as Section 4(f) resources); farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological, and cultural resources; land use; natural resources and energy supply; noise and noise-compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects; and water resources.



SPANISH (FRONT)



Aeropuerto Internacional de Charlotte Douglas MEJORAS DE CAPACIDAD EVALUACIÓN AMBIENTAL

Perspectiva General

La Ciudad de Charlotte (Patrocinador del Aeropuerto) está preparando una Evaluación Ambiental (EA) para evaluar los impactos potenciales de la Acción Propuesta (detallada a continuación) en el Aeropuerto Internacional Charlotte Douglas (CLT). La Acción Propuesta incluye varios proyectos de mejora de la capacidad del aeródromo y los terminales. La Declaración de Impacto Ambiental (EIS, por sus siglas en Inglés) de CLT de que la Administración Federal de Aviación (FAA, por sus siglas en Inglés) comenzó para la Acción Propuesta fue cancelada el 27 de febrero de 2019. La FAA canceló la EIS porque un análisis de longitud de pista determinó que sólo se requiere una pista de 10,000 pies para cumplir con el propósito y la necesidad del proyecto. La FAA determinó que el cambio a una de las mejoras de capacidad propuestas fue suficiente para justificar la cancelación de la EIS y la conversión a una EA. El Patrocinador del Aeropuerto cumplirá con la Ley Nacional de Política Ambiental (NEPA, por sus siglas en Inglés) mediante la preparación de una EA. Al igual que la EIS, la EA evaluará los posibles impactos ambientales directos, indirectos y acumulativos que puedan derivarse de la Acción Propuesta. El Patrocinador del Aeropuerto espera completar la EA en 2020. El Patrocinador del Aeropuerto preparará la EA de acuerdo con NEPA, todas las regulaciones federales aplicables, y la guía de la FAA.

Acción Propuesta

La Acción Propuesta incluye los siguientes proyectos:

- Pista y Pistas de Rodaje: Construcción de una pista de 10,000 pies. La ubicación preferida del aeropuerto
 es entre la actual pista central, 18C-36C, y la pista oeste 18R-36L. El proyecto también incluye calles de rodaje
 asociadas incluyendo una Calle de Rodaje Parcial en el Extremo Norte, y una salida paralela de alta velocidad
 y conector de las calles de rodaje.
- Sala B y Expansión de la Rampa: Extensión de las Salas de Espera al oeste, creando de 10 a 12 salas de espera
 y expansión de la rampa para apoyar la extensión de las Salas de Espera B y sala adicionales.
- Salas de Espera C y Expansión de la Rampa: Extensión de las Salas de Espera C al este, creando de 10 a 12 salas de espera adicionales. La expansión de la rampa es necesaria para facilitar el movimiento de las aeronaves entre el aeródromo este y oeste fuera de la rampa de la terminal inmediata.
- Estacionamiento Diario Norte: Construcción de un estacionamiento en la entrada norte del Aeropuerto.

El proyecto incluye la reubicación del West Boulevard y desmantelamiento de la Pista 5-23.

Por que la Acción Propuesta es Necesaria

CLT es el sexto aeropuerto más concurrido de los Estados Unidos. La FAA pronostica que los vuelos crecerán a una tasa de casi 1.85 por ciento anualmente, de mas de 550,000 vuelos en 2018 a 745,000 vuelos en 2033 y de 23.2 millones de embarques a 31.5 millones de embarques durante ese tiempo.

En 2016, el Patrocinador del Aeropuerto completó un Plan de Mejora de la Capacidad Aeroportuaria (ACEP, por sus siglas en Inglés). El ACEP recomendó que el Patrocinador del Aeropuerto complete varias mejoras en el aeródromo y la terminal en CLT para 2028 para satisfacer la demanda futura de la aviación.

Evaluación Ambiental

La Ciudad de Charlotte es el Patrocinador del Aeropuerto. La Ley Federal de Aviación de 1958 requiere que el Patrocinador del Aeropuerto obtenga la aprobación de la FAA para construir la Acción Propuesta en el Aeropuerto. El Patrocinador del Aeropuerto será responsable del desarrollo del EA de acuerdo con NEPA, todas las regulaciones

SPANISH (BACK)

federales aplicables y la guía de la FAA. La FAA sigue siendo la agencia federal responsable del cumplimiento de los requisitos de NEPA.

En esta capacidad, la FAA realizara su propia evaluación independiente de las cuestiones medioambientales y asumirá la responsabilidad del alcance y el contenido del EA. La FAA también tomará una decisión final sobre si puede emitir un hallazgo ambiental satisfactorio basado en el EA. A partir de entonces, la FAA determinará si puede tomar las medidas federales necesarias para permitir la implementación del proyecto.

El Consejo de Calidad Ambiental (CEQ, por sus siglas en Inglés) afirma que la EA es un "documento conciso" que hace una "mirada dura" a los efectos ambientales esperados de una acción propuesta. La EA define el propósito y la necesidad de un proyecto, considera una serie de alternativas razonables, analiza los impactos potenciales de una acción propuesta y sus alternativas, y demuestra el cumplimiento de otras órdenes ejecutivas y estatutos ambientales. La EA analizará y documentará los posibles efectos ambientales de la Acción Propuesta y las alternativas y desarrollará medidas que se puedan mitigar.

Al igual que la EIS, esta EA considerará una alternativa "no acción". Además, el EA evaluará los posibles impactos ambientales directos, indirectos y acumulativos que puedan derivarse de la Acción Propuesta en las siguientes categorías de recursos: la calidad del aire; recursos biológicos; clima; la Ley del Departamento de Transporte (Sección de recursos 4(f)); tierras cultivables; transportación terrestre; materiales peligrosos; recursos culturales, uso de la tierra; recursos naturales y suministro de energía; ruido y uso de suelo compatible con el ruido; socioeconomía, justicia ambiental, y riesgos de la salud ambiental de los niños y de seguridad; efectos visuales; y recursos del agua.



MANDARIN (FRONT)



Charlotte Douglas International Airport CAPACITY ENHANCEMENTS

ENVIRONMENTAL ASSESSMENT

概况

夏洛特市(机场赞助商)正在准备一项环境评估(EA)工作,以评估提案(详情见下文)对夏洛特道格拉斯国际机场 (CLT) 的潜在影响。该提案包括多项飞行区和航站楼容量扩充项目。由联邦航空管理局(FAA)为该提案启动的CLT环境影响报告(EIS)于2019年2月27日取消。FAA之所以取消这份EIS是因为通过跑道长度分析确定。只需要新建造一条 10,000英尺的跑道即可满足项目目标与需求。FAA认为,这项跑道新建计划足以成为提议的容量扩充项目之一,这为取 消环境影响报告并转换为环境评估提供了有力支撑。机场赞助方在准备环境评估的过程中,将遵守《国家环境政策法》(NEPA)。与环境影响报告相似,环境评估将评估提案可能产生的直接、间接和累积的环境影响。机场赞助方预计将在 2020年完成该环境评估。机场赞助方将根据(NEPA)。所有适用的联邦法规和FAA指南来准备环境评估。

提案

该提案将由以下项目构成:

- 跑道和滑行道: 新建造一条10,000英尺的跑道。机场赞助方的首选位置是在现有中心跑道18C/36C和西跑道18R/36L之间。该项目还涵盖相应的滑行道,包括部分北侧绕滑行道(EAT),完整的南侧绕滑行道,和平行快速脱离道以及滑行道交叉口。
- B指廊和站坪扩展: B指廊向西延伸,增加10到12个机位,并扩展站坪,以支持B指廊的延伸和机位扩展。
- C指廊和站坪扩展: C指廊向东延伸,增加10到12个机位。扩展站坪,以促进飞机在相邻航站楼站坪之外的东西侧飞机区之间的滑行。
- 日间北侧停车场: 在机场北部建造一个停车场。

该项目包括搬迁西林荫大道和拆除05/23跑道。

为什么需要此项提案?

夏洛特道格拉斯国际机场是美国第六繁忙的机场。FAA预测,航班架次量将以平均每年近1.85%的速度增长,即从2016年超过54.5万架次增至2033年的74.5万架次,同期客运吞吐量将由2.170万人次增至3.150万人次。

2016年,机场赞助方完成了机场容量扩充计划(ACEP)。该计划建议机场赞助方在2028年之前完成CLT的各项飞行区和航站楼的改进计划,以适应未来的航空需求。

环境评估

夏洛特市是机场赞助方。1958年的《联邦航空法》规定机场赞助方需获得美国联航局的批准,以在机场执行"提案"。机场赞助商将根据《国家环境政策法》、所有适用的联邦法规和FAA相关指南开展环境评估工作。美国联航局仍然是负责遵守NEPA要求的联邦机构。

美国联航局仍将以此身份对环境问题进行独立评估,并负责环境评估的范围和内容,同时也将根据该环境评估最终决定 是否发布满意的环境调查结果。FAA随后将确定是否可采取必要的联邦行动来实施该项目。

环境质量委员会称,环境评估是一份"简明扼要的文件",它对提案所预期的环境影响进行"严格的审查"。一份环境评估报告定义了项目的目的和需求,考虑了一系列合理的替代方案,分析了提案及其替代方案的潜在影响,并致力于遵循其他行政命令和环境法规。 环境评估将对提案和替代方案对环境的潜在影响进行分析和记录,并制定可减轻这些影响的措施。

MANDARIN (BACK)

与环境影响报告相似,此次环境评估将考虑"不采取任何措施"的备选方案。此外,环境评估将评估《提案》可能对以下资源造成的潜在直接、间接和累积的环境影响:空气质量、生物资源、气候、沿海资源、运输部法(称为第4(f)章节资源)、农田、有害物质,固体废物和污染预防、历史、建筑、考古和文化资源、土地利用、自然资源和能源供应、噪音和噪音兼容的土地利用、社会经济学、环境正义以及儿童的环境健康和安全风险、视觉影响、和水资源。

预期流程



如何提供意见以及查询更多详情?

公众可以通过填写并提交评论表在会议上发表评论。

请在2019年11月22日前,通过以下任意一种方式提交您的评论:

电子邮件: CLTCapacityEA@landrum-brown.com

信件: Sarah Potter

4445 Lake Forest Dr, Suite 700 Cincinnati, OH 45242 (邮戳截止日期为2019年11月22日)

公众可在未来的公开会议上,以及在环境评估草案发布后就提案提供意见和评论。

想了解关于环境评估的其他信息请访问:

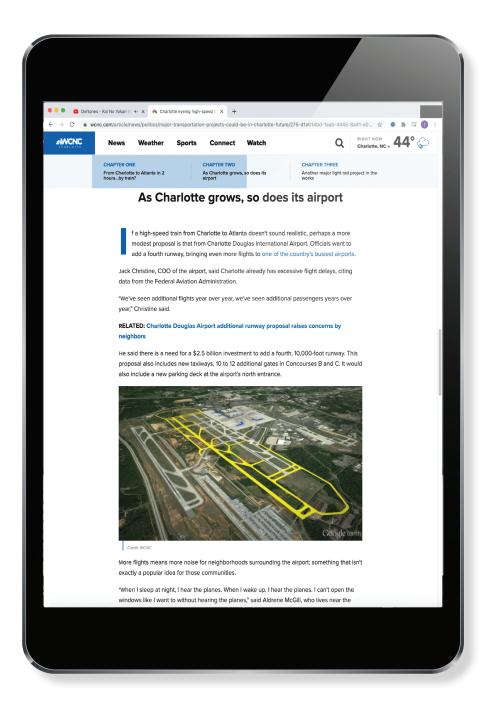
https://www.airportprojects.net/CLT-Capacity-EA/

网站将在整个环境评估流程中更新项目信息:会议信息、状态报告和时间表及其他信息。



Media Coverage

In addition to the information found on the project website, there was also supplementary media coverage, including several stories posted on the WCNC website a few weeks prior to the public meeting dates. A press release was also sent to 125 reporters and news desks at various publications.





Media

News

CLT Seeks Feedback as Part of Environmental Assessment





Charlotte Douglas International Airport is hosting meetings next week to share information and gather feedback as part of an Environmental Assessment (EA) evaluating the potential impacts of a proposal to build a new runway, expand two concourses and add a parking deck.

The meetings are:



- Monday, Oct. 21 at Embassy Suites, 4800 S. Tryon St., Charlotte
- Thursday, Oct. 24 at Harris Conference Center at CPCC, 3216 Harris Campus Dr., Charlotte

Both meetings are open-house style from 6 – 8 p.m. No formal presentation is planned, and the same information will be provided at both meetings.

The EA will evaluate 18 potential direct, indirect, and cumulative environmental impacts that may result from the proposal. They include noise and noise-compatible land use, air quality, water resources, historic resources, and socioeconomics and environmental justice.

The community is encouraged to learn about the proposal and provide feedback. During the EA process, community members will have several opportunities to provide input and comments.

For additional information about the EA and instructions on how to provide comments, please visit the project website: https://www.airportprojects.net/CLT-Capacity-EA/.

Print Media Campaign

To make the public aware of the upcoming public meetings, legal notice ads were published in local Charlotte newspapers. An English language ad was placed in *The Charlotte Observer*, and Spanish language ads were placed in *Que Pasa Mi Gente* and *La Noticia*. The ads gave the dates and times of the two meetings, a brief overview of the meeting agenda, and a link to the project website for more information. The ad in *The Charlotte Observer* was published 30 days before the public meeting.





La Ciudad de Charlotte (Patrocinador del Aeropuerto) te invita a asistir a una Reunión Pública sobre la preparación de la Evaluación Ambiental (EA) del Aeropuerto Internacional de Charlotte (CLT).

Lunes, 21 de octubre de 2019 6 p.m. a 8 p.m.

en: Embassy Suites

(la entrada principal) 4800 S. Tryon Street Charlotte, NC 28217 Jueves, 24 de octubre de 2019 6 p.m. a 8 p.m.

en: Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208

El Patrocinador del Aeropuerto organizará reuniones públicas sobre la preparación de la EA para el proyecto de mejora de la capacidad de aeródromos terminales propuesto por CLT. Las reuniones ayudarán a los residentes a aprender sobre la conversión del proceso de la Declaración de Impacto Ambiental (EIS) al proceso de la EA y del proyecto, que incluye una nueva pista, expansión de terminales y una rampa de estacionamiento. La EIS que la Administración Federal de Aviación (FAA) empezó para la acción propuesta de CLT fue cancelada el 27 de febrero de 2019. La FAA cancelo la EIS porque un análisis de longitud de pista determinó que esól una pista de 10,000 pies es necesaria para cumplir con el propósito y la necesidad del proyecto. La FAA determinó que este cambio a una de las propuestas de mejoras de capacidad fue suficiente para justificar la cancelación de la EIS y la conversión a una EA. La misma información se presentará en ambas reuniones. No habrá presentación formal: pase en cualquier momento.

Para recibir información adicional sobre la EA, visite la página de internet: https://www.airportprojects.net/CLT-Capacity-EA/

Ad published on September 26, 2019

Public Meeting



The City of Charlotte (Airport Sponsor) invites you to attend a Public Meeting for the Charlotte Douglas International Airport (CLT) Environmental Assessment (EA).

Monday, October 21, 2019 6 p.m. to 8 p.m. at:

Embassy Suites (main entrance) 4800 S. Tryon Street Charlotte, NC 28217 Thursday, October 24, 2019 6 p.m. to 8 p.m. at:

Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208

The Airport Sponsor will host public meetings for the EA for CLT's proposed airfield and terminal capacity enhancement project. The meetings will help residents learn about the conversion from the Environmental Impact Statement (EIS) process to the EA process and the project, which includes a new runway, terminal expansion, and a vehicle parking deck. The CLT EIS that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019. The FAA cancelled the EIS because a runway length analysis determined only a 10,000-foot runway is required to meet the purpose and need for the project. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA. The same information will be presented at both meetings. No formal presentations are planned – stop in anytime.

For additional information about the EA, please visit the project website. https://www.airportprojects.net/CLT-Capacity-EA/

Ad published on September 20, 2019

Reunión Pública



La Ciudad de Charlotte (Patrocinador del Aeropuerto) te invita a asistir a una Reunión Pública sobre la preparación de la Evaluación Ambiental (EA) del Aeropuerto Internacional de Charlotte (CLT).

Lunes, 21 de octubre de 2019 6 p.m. a 8 p.m.

Embassy Suites
(la entrada principal)
4800 S. Tryon Street

Jueves, 24 de octubre de 2019 6 p.m. a 8 p.m.

Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208

El Patrocinador del Aeropuerto organizará reuniones públicas sobre la preparación de la EA para el proyecto de mejora de la capacidad de aeródromos y terminales propuesto por CLT. Las reuniones ayudarán a los residentes a aprender sobre la cornersión del proceso de la Declaración de Impacto Ambiental (ElS) al proceso de la EA y del proyecto, que incluye una nueva pista, expansión del reterminales y una rampa de estacionamiento. La gue la Administración Federal de Aviación (FAA) empezó para la acción propuesta de CLT fue cancelada el 27 de febrero de 2019, La FAA cancelo la ElS porque un análisis de longitud de pista determinó que solo una pista de 10,000 pies es necesaría para cumplir con el proposito y la necesidad del proyecto. La FAA delaminó que seta cambio a una de las propuestas de mejoras de capacidad fue suficiente para justificar la cancelación de la EIS y la conversión a una EA. La misma información se presentará en ambas reuniones. No habra presentación formar pase en cualquier momento.

Para recibir información adicional sobre la EA, visite la página de internet: https://www.airportprojects.net/CLT-Capacity-EA/

Ad published on September 25, 2019

The Charlotte Observer

charlotteobserver.com

Lakenorman | South Park | Carolina Bride.

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification
669343	0004380941	

Attention: Gaby Elizondo, AICP

LANDRUM & BROWN 4445 LAKE FOREST DRIVE SUITE 700 CINCINNATI, OH 45242

North Carolina

Mecklenburg County

Before the undersigned, a Notary Public of said County and State, duly authorized to administer oaths affirmations, etc., personally appeared, being duly sworn or affirmed according to law, doth depose and say that he/she is a representative of The Charlotte Observer Publishing Company, a corporation organized and doing business under the laws of the State of Delaware, and publishing a newspaper known as The Charlotte Observer in the city of Charlotte, County of Mecklenburg, and State of North Carolina and that as such he/she is familiar with the books, records, files, and business of said Corporation and by reference to the files of said publication, the attached advertisement was inserted. The following is correctly copied from the

Insertion(s) Published On: September 20, 2019

In Testimony Whereof I have hereunto set my hand and affixed my seal on the 23rd day of September, 2019

Dudith M. Sears Electronic Notary Public State of North

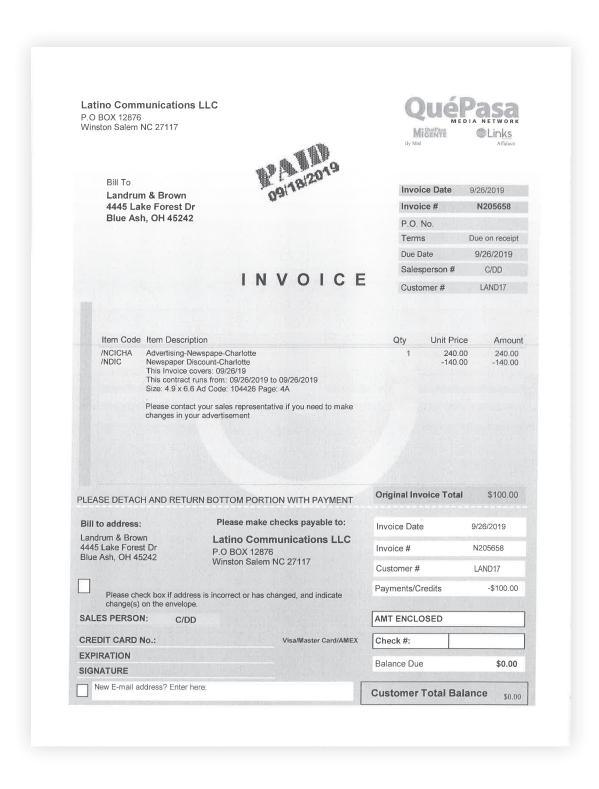
My Commission Expires Way 17. 2021

La Noticia

The Spanish-Language Newspaper

AFFIDAVIT Alvaro J. Gurdian ___, in my capacity as _ Sales Executive of the newspaper La Noticia (Newspaper Name) Landrum & Brown it was published in the above newspaper on __ Signature of Person Making Affidavit Subscribed and sworn to before me in the County of Mecklenburg in the State of $\frac{NC}{\text{(State)}}$, on this $\frac{16}{\text{(Date)}}$ day of $\frac{\text{February}}{\text{(Month)}}$, $\frac{2021}{\text{(Year)}}$ Notary Public Seal: MARIA E. BENTON Mana & Rendon Notary Public Signature NOTARY PUBLIC UNION COUNTY, NC My Commission Expires February 22, 2022 February 22, 2022 Commission Expires

PRINT MEDIA AFFIDAVITS



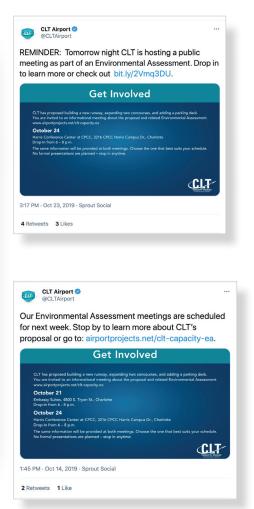
Social Media

CLT used their social media platforms, which included Twitter and Facebook, to make announcements regarding the Public Meetings to their followers.

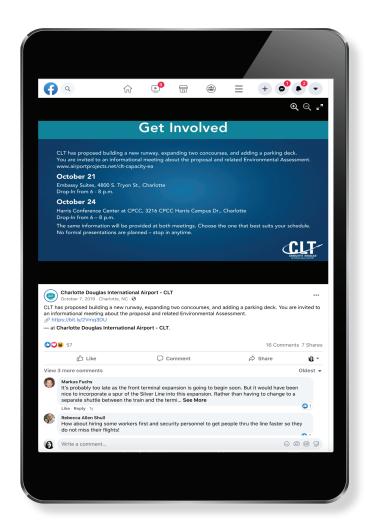
TWITTER ADS



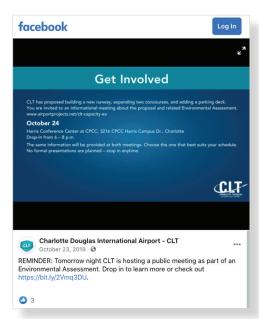




FACEBOOK ADS







Additional Communication Efforts

Several other communication efforts were conducted to help create awareness for the public meetings, including postcards, posters, emails, and CLT's Neighborhood Update publication. Information was also shared with the Airport Community Roundtable members, asking participants to spread the word in their individual communities.

OVERALL NUMBERS

62 Posters

announcing the public meetings were sent to public gathering places. A cover letter asking for the posters to be hung was also included with the posters

96,678 Postcards

were sent to addresses within a 5-mile radius of the airport. The following zip codes were used to target the people who would be most affected by the project: 28214, 28278, 28217, 28208, 28273, 28216

24,000 Homes

in proximity of the airport received a Special Edition of CLT's Neighborhood Update publication

637_{Stakeholders}

from the project database received emails



Charlotte Douglas International Airport (CLT) | Public Meeting

The City of Charlotte (Airport Sponsor) invites you to attend a Public Meeting for the CLT Environmental Assessment (EA). The Airport Sponsor will host public meetings for the EA for CLT's proposed airfield and terminal capacity enhancement project. The meetings will help residents learn about the conversion from the Environmental Impact Statement (EIS) process to the EA process.

BACKGROUND

The City of Charlotte (Airport Sponsor) is preparing an EA to evaluate the potential impacts of the Proposed Action at CLT. The Proposed Action includes various airfield and terminal capacity enhancement projects. The CLT EIS that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019. The FAA cancelled the EIS because a runway length analysis determined only a 10,000 foot runway is required to meet the purpose and need for the project. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA. The Airport Sponsor will now comply with the National Environmental Policy Act (NEPA) by preparing an EA. Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action. The Airport Sponsor expects to complete the EA in 2020. The Airport Sponsor will prepare the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance.



Please mark your calendar and attend – choose the meeting that best suits your schedule. The meetings will be open-house style and no formal presentations are planned – stop in anytime.

Monday, October 21, 2019 from 6 p.m. to 8 p.m. Embassy Suites (main entrance) 4800 S. Tryon Street Charlotte, NC 28217

Thursday, October 24, 2019 from 6 p.m. to 8 p.m.
Harris Conference Center at Central Piedmont
Community College
3216 CPCC Harris Campus Drive
Charlotte, NC 28208

For additional information about the EA, please visit the project website:

https://www.airportprojects.net/CLT-Capacity-EA/

Charlotte Douglas International Airport | Public Meeting

For both public meetings, the format will include an open house format where residents can view displays and speak with project team members.

Members of the public may comment at the meeting by completing and submitting a comment form.

Spanish and Mandarin translation services will be available at the meeting. If you require special assistance at the meeting, such as sign language interpretation or translation services other than Spanish and Mandarin, please contact Sarah Potter at CLTCapacityEA@landrumbrown.com

by October 11, 2019

Can't make the meeting?

Please submit your comments by **November 22, 2019** using one of these methods:

EMAIL

CLTCapacityEA@landrum-brown.com

MAIL

Sarah Potter 4445 Lake Forest Dr, Suite 700 Cincinnati, OH 45242



For additional information about the EA, please visit the project website: https://www.airportprojects.net/CLT-Capacity-EA/ Charlotte Douglas International Airport **Environmental Assessment**



PUBLIC MEETING

The City of Charlotte (Airport Sponsor) invites you to attend a Public Meeting for the Charlotte Douglas International Airport (CLT) Environmental Assessment (EA). The Airport Sponsor will host public meetings for the EA for CLT's proposed airfield and terminal capacity enhancement project. The meetings will help residents learn about the conversion from the Environmental Impact Statement (EIS) process to the EA process.

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For additional information about the EA, please visit the project website: https://www.airportprojects.net/CLT-Capacity-EA/

STAY CONNECTED: Sign up to receive electronic publications from CLT Airport at cttairport.com/newsroom/newsletters

COVER LETTER FOR POSTER



September 19, 2019

«ORGANIZATION» «ADDRESS1» «ADDRESS2» «CITY», «STATE» «ZIP»

Charlotte Douglas International Airport (CLT) Public Meeting

To Whom It May Concern:

The City of Charlotte Aviation Department is holding two public meetings on projects at the Charlotte Douglas International Airport (CLT) and kindly requests that you display the enclosed poster advertising the meetings in a prominent location. All

The City of Charlotte (Airport Sponsor) is preparing an Environmental Assessment to evaluate the potential impacts of the Proposed Action at CLT. The Proposed Action includes various airfield and terminal capacity enhancement projects. The CLT Environmental Impact Statement (EIS) that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019. The FAA cancelled the EIS because a runway length analysis determined only a 10,000-foot runway is required to meet the purpose and need for the project. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA. The Airport Sponsor will now comply with the National Environmental Policy Act (NEPA) by preparing an EA. Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action. The Airport Sponsor expects to complete the EA in 2020. The City of Charlotte will prepare the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance.

If you have any questions or would like additional information, please contact me via email at:

CLTCapacityEA@landrum-brown.com

Sincerely,

Sarah Potter Associate Vice President Landrum & Brown, Incorporated

Enclosure

Global Aviation Planning and Development

Comments

Comments were accepted from the public at both public meetings, through email, and through U.S. postal mail. In total, 37 comments were received from the public.

COMMENT	NAME	DATE	SOURCE
Right that I am in pack by noise. Right over my house they come every day over my house.	Berlean Roary	10/21/19	Comment Form
We have concerns about airport expansion due to more aircraft landing and departing on additional runways, more traffic in surrounding area, more light pollution. We understand with Charlotte's growth, there is a need for airport expansion. We just want to preserve our little slice of heaven!	Mark/Cynthia Beauchamp	10/21/19	Comment Form
We have been at our current location for 21 years. In 2019 we have experienced a great deal of air traffic, like never experienced before. When an aircraft is over head the internet and phone service transmission is interrupted. The internet freezes and the other person on the line can no longer hear my voice until the aircraft completely clears the building, then the service connection returns. The noise is crazy loud, almost as if the place will land on our campus. This experience occurs about twice per hour.	Joyce Martin	10/21/19	Comment Form
Am I going to be affected by the noise analysis? So please follow-up once the noise analysis is complete.	Emmanuel Mensah	10/21/19	Comment Form
I live on Steele Berry Acres, on Steele Berry Drive, Steele Creek Road 7821. I would like to find out if the airport is planning on buying my home in that area.	Linda M. Green	10/21/19	Comment Form
I live in Steeleberry Acres. The crime has increased in my neighborhood since the airport has left the homes they purchased in my neighborhood vacant and abandoned.	Desiree Helm	10/21/19	Comment Form
Please contact me.			
My property value is decreasing, my neighborhood is becoming unsafe. Please call me 980-298-2411			
Is there any way to address the issue of planes flying low - effecting TV and (cabinet shaking) furniture, bad communication with telephone service.	Erskin Porter	10/21/19	Comment Form

COMMENT	NAME	DATE	SOURCE
I would like any information that will show an environmental impact near the address of: 8926 Douglas Drive, Charlotte, NC 28217. Also I would like information on how this EPA team plans to work with the community impact team. The CLT has been in charge of purchasing homes in the Steeleberry area. That effort has started with 23 to 35 homeowners being left in limbo.	Stephanie Michael-Pickett	10/21/19	Comment Form
Thank you:) My only comment is to support a study to review the noise impact of an additional runway at CLT. Our home is located under the final approach for aircraft landing from the North. At times the volume of planes is unacceptable. Today there was a plane over my head, at a very loud volume, each 60 seconds. That is torture and needs to stop. The planes seem to route over my home depending on weather and when they do fly overhead, the noise and volume is very difficult to accept. I would also remind those who are studying the impact, that the volume of traffic isn't necessarily benefitting the Charlotte community. Many of the passengers being transported are transferring between flights only. Why can the number of transferring passengers be redirected?	Peggy Schwartz	10/21/19	Comment Form
When finalizing the study, I would like to make sure that is there are surrounding residential areas that may be indirectly affected, please designate them as affected. If you lead people to believe that their residences will be unaffected and encourage residential designation - there may be a decline in residential value. And then you may discourage an alternative like commercial/industrial interests. So, if the residential areas will be affected, let's just say so and then increase our value/interest for commercial/industrial development. Don't "save" something and inadvertently decrease our value Eagle Lake -	N/A	10/21/19	Comment Form
I HATE THIS MOVE! You don't care about the people, I believe that the Charlotte Douglas Airport is only concerned about themselves and money. You are not concerned about the people, health of people, peace, enjoy. Currently, the noise from the airport is very inconvenient, noise, with the extra (future) we are going to have more noise (loud and more frequent). The airport didn't need an expansion in the area B+C. We need more peace than the inconvenience of the airport. I hate this move! You don't care about the people, but only yourself and money!	Aldrene McGill	10/24/19	Comment Form

COMMENT	NAME	DATE	SOURCE
We have been trying to contact Mr. Henassey for 3 years to no availability regarding airport noise. Via email and telephone, we look forward to a response to our comment form	Tony Scott	10/24/19	Comment Form
Tony Scott (973) 986-7201			
I live right near Brenda Ann, near the airport. This road is actually highlighted on your map of what it will look like when the runway is complete. My concerns are as follows:	Michelle Langdon	10/24/19	Comment Form
1. Extra traffic around the airport. This is already a very congested area, whether you are on Wilkinson Blvd. or going around Wallace Neal Rd. Traffic is delayed, no red lights to assist with traffic control. There is a truck/train terminal near the airport that clogs traffic as well.			
2. Another concern is NOISE LEVEL. I am not wanting to be kept awake by the sound of plan engines.			
3. Lastly, will sound proofing walls be built between the airport property and Wallace Neal Rd? The horrible smelling trees that produce a heavy green layer an inch thick of pollen could be removed to make room for soundproofing.			
My primary concern is the increased noise associated with adding an additional runway. I understand to respond to the capacity of the existing airport with the merge of AA and addition of Southwest Airlines into this market. I experience flights between 5am - 6am and after 11:30pm many nights.	Thelma Wright	10/24/19	Comment Form
I also am aware of the hidden pollution of emissions. When my car is taken in for inspection the operator said you must live near the airport because my white car had a film that wasn't visible to my inexperienced eye. This means these emissions are filling on my and the neighborhood - Thank you			
Concerns regarding noise in the Steeleberry Acres subdivision. New runway will directly impact the amount of aircraft noise and further reduce property values of all homes in that community.	Wayne Tidwell	10/24/19	Comment Form
I would like to hear more about the environmental studies, specifically around noise and controls currently in place as well as any additional to be added. I live pretty much in direct line with the major runways and the level is quick high where we live, when planes are taking off, as well when on approach.	Jim Brigham	10/24/19	Comment Form

COMMENT	NAME	DATE	SOURCE
People of South Carolina are not being properly represented or informed of the impact of this proposal. Areas on the approach and departure paths all the way along the downwind, base turn, and final approach in particular areas of Meyers Park, Barclay Downs, Ballantyne, Indian Land East, Marvin, Waxhaw, Vanwyck, Catabwa, Lesslie, Spring Valley; have not been informed nor given opportunity to provide input. Many people along the rails have low flying aircraft that generate noise at or above 70, but not being considered. This process should be more inclusive of anyone in flight paths for all areas north and south of the currently limited analysis area.	Kevin Vesely	10/24/19	Comment Form
This is a suggestion for a future project: I suggest creating a light rail that runs east to west; from the airport, through downtown, and somewhere on east part of Charlotte. I don't live in that part of town, so I wouldn't say where best benefit would be.	N/A	10/24/19	Comment Form
It would be great for Charlotte if the airport could connect travelers downtown. It'd be good for business and connecting our growing community.			
Thank you for this opportunity to learn about the changes. I can't make the meetings, but as a resident of the Steele Creek area near 160/Shopton Road West, I wanted to send in my feedback. My main concern when changes are made to the runways is the noise in the area. We are thankful to live near the airport and I am used to airplane noise and my kids enjoy seeing the airplanes while out in our back yard. However, a few years ago the noise was so loud for a period that we couldn't sit on our back patio and have a conversation without pausing every few minutes to let a plane pass. It also could be heard inside our house to the point that we couldn't hear the TV when a plane was overhead. We did send in feedback about this and some changes were made so that the planes have not been so loud. We do appreciate that and hope that any changes that are made in the future will not affect our quality of life here in Steele Creek again. This area is high density and only growing, so please consider the impact it has on area residents when making plans for runways and take off/landing patterns. We really appreciate it.	Amanda Carson	10/1/19	Email

COMMENT	NAME	DATE	SOURCE
Dear Sarah, I think the yellow route (new road) is necessary. That is the option that seems like it will best preserve the smooth traffic flow going uptown from the Steele Creek area, that is, to continue straight from Bryum instead of a left turn across Byrum onto Piney Top or Yorkmont. I am willing to pay the taxes for the extra expenditure. Thanks! Benjamin Rudolph-Steele Creek Resident	Benjamin Rudolph	10/1/19	Email
Are we living in the 1970's? Why is there a public meeting being held when there is a public meeting space that is open every day (ie. The Internet). Charlotte Douglas international airport is obviously operating Unconstitutionally violating the 5th amendment's takings clause using private land for public operation with no just compensation. How is a public meeting going to change anything? Sincerely, Noel Baker	Noel Baker	10/2/19	Email
Hi, I was looking at the proposed 4th runway and general capacity expansion of the airport. I have three questions: 1. What's being done to coordinate with the state and Mecklenburg county to address the capacity of the roads leading to the airport. Especially HWY 160 that comes from south Carolina and leads directly to the southern end of the airport. Currently in some places this road is only two lanes	David J Bloom	10/1/2019	Email
 The planned location of the 4th runway removes the current airport overlook park. Will there be a replacement planned? My kids and grandkids have all visited the overlook many times, it would be great if the overlook can be rebuilt and easily assessable. Noise suppression for airplanes taking off to the north. I live a mile from south Carolina on HWY 160 and our glasses vibrate in the 			
cabinets, I can see this getting worse with an additional runway, will there be sound barriers added to the airport parameter? Thanks David J. Bloom 13218 Mallard Landing Rd Charlotte NC 28278			
We have lived in our house at 4410 Freedom Drive since 1990 and we have been told that we are not in the Flight Path and do not qualify for any type of insulation or better windows to help prevent the noise and even at certain times when they are flying low enough to cause some things in house to even shake but we have always been told we are too far from I-85 to qualify. Is there anything that can be done?	Jeffrey Williams	10/4/19	Email

COMMENT	NAME	DATE	SOURCE
To Whom It May Concern: We are Charlotte residents that live within a 2 mile radius of the CLT Airport and are having enough noise from the airport traffic scheduled flights. Please know that we have concerns for the expansion of the runway, but cannot attend the Public Meeting as we have to work. Please advise of any preparations to address the already problem of the difficult flight schedule. Sincerely, The Knox Family 1815 Toddville Rd Charlotte NC 28214 704-391-9828	The Knox Family	10/5/19	Email
My name is Mary M. Hutchison and I own my home on 8325 Douglas Dr., Charlotte, 28217. I am unable to attend the CLT public meeting because I am blind and in a wheelchair. I have heard that CLT plans to buy the land in my area within the next five years. I would greatly appreciate any information you could give me regarding upcoming CLT land acquisitions. If this information is not in your purview, I would appreciate your directing me to the agency that would be able to give me this information. Thank you for your time and attention.	Mary Hutchison	10/5/19	Email



COMMENT	NAME	DATE	SOURCE
Hello. Being a Taxpayer in this city, I am VERY CONCERNED that quality of life will be SEVERELY IMPACTED by such reckless greed. • Currently FAA NextGen results in an unfair theft of resident taxpayer's need for peace and quiet. • I live about six miles due south of the airport in Steele Creek neighborhood of The Crossings" in zip code 28273. • "The Crossings" is an ethnically, racially, culturally diverse, and most importantly it is a vital neighborhood. With a NextGen waypoint (arbitrarily positioned) right above our heads, southbound aircraft takeoffs degrade our quality of lives. • To make matters worse turning of aircraft towards the west-southwest into a "canyon like" shape of local landscape topography amplifies sound - like an amphitheater. • So my neighbors and I hear the planes as they approach (screech owl Airbus and Boeing aircraft are perhaps the worst) typically max loaded with packages and passengers. Then aircraft turn into the amphitheater and howl for long (90/120 seconds). • One after the other in an almost constant daisy chain of back to back takeoffs during each "bank" consisting of literally hundreds of planes. Imagine that number doubling with this proposed increase in capacity??? • When one polluter is finally out of earshot, here comes the next polluter approaching. • At issue is ATC or Pilot, Airline, or whomever decided on takeoff protocol. • It seems to me that the aircraft are not ascending as much as increasing in velocity. This poorly designed method causes aircraft to stay at low altitudes over a concentrated rail above our homes. • Landings are not as disruptive, but we still get an earful during southbound arrival patterns. It's one after the other, and again the noise grates on us innocent albeit dis empowered taxpayers. • I have to concentrate to do my job and this repetitive unreasonable noise from FAA Nextgen makes it difficult to think properly which ultimately affects my ability to hand over more tax money which you are clearly addicted to. • We don't have an	Robert	10/14/19	Email

COMMENT	NAME	DATE	SOURCE
I support the construction of a 4th runway (10,000') which will require re-routing a portion of West Blvd, but I strongly prefer the Alternative 1 (Byrum Drive-Piney Top Drive) option in that regard. I've been told that this street modification would be "in kind" and I am hoping that means 4-lane construction along the entirety of alternative route. I have registered to receive future EA updates and look forward to learning more about the proposed action(s) as the process moves forward. Sincerely, Loren	Loren Schofield	10/22/19	Email
Ms. Potter, The public meetings related to this EA process are inadequate in quantity and do not address the areas impacted by the proposed project. How do I as a citizen who will be negatively affected by this proposed project voice my concerns if I am unable to attend the remaining scheduled public meeting? If there is a response form please forward it to me. Lastly I would like to receive notifications of the process. Regards, Todd Douglass	Todd Douglass	10/22/19	Email



COMMENT	NAME	DATE	SOURCE
Good evening, I am unable to attend tonight so am sending feedback based on both EIS meetings and the https://www.airportprojects.net/clt capacity ea/ website. I did already give feedback during the EIS process over a year ago. My name is Kelly Pledger and I live in the Mountain Island community in NW Charlotte. My home is about 9 miles NNW of the airport. At the EIS public meetings, our area was not even on the impact maps displayed, however, CLT air traffic noise has been and is a growing issue for our community. My family has lived in our home for over 20 years and we have noted airplane noise steadily increase during that time. Knowing there are many living in other cities that have multiple	Kelly Pledger	10/24/19	Email
connections or higher ticket rates - and having a husband that travels for work - we know there is value that a hub airport can have on the community. However, living under landing paths (that were not there and/or as full of traffic when we moved in), even 9 miles from the airport, I also see that the increased activity of an airport hub, without the appropriate restrictions on airplane activity can have a negative impact on that very same community. Referencing the FAA report dated July 2017 that addresses noise concerns in San Francisco and surrounding counties, there is precedent to aircraft/airports being asked to make accommodations to lessen the impact to surrounding communities.			
These include, but are not limited to, altitude restrictions, "night-time" or hour restrictions, and route or flight path adjustments. My request is that these accommodations be put in place and enforced to allow air traffic to proceed, but at a lesser impact to surrounding communities. Suggestions in the San Francisco FAA report for altitude mention 8,000 feet. While I do not have an altimeter or way to measure above my home, I can determine the color and shape of overhead planes and am certain that, even 9 miles from the airport, many aircraft are lower than this level. Suggestions also include hours of impact. There is little worse than being awoken from a dead sleep by a steady stream of airplane noise overhead. Currently, noise on Sunday mornings starts around 5am - this is obviously earlier than any regulated window of impact would allow.			
Finally, my house is less than one mile from a large thoroughfare (Highway 16) that leads toward the airport, connecting at I-485 and flowing directly to the runways. Why are flight paths not directed to follow roadway routes instead of flying directly over resident roofs in neighborhoods next door?			
I understand these improvements are approved by the city, and I am not here to say "don't do this" at all, but to constructively suggest that there are ways that adjustments can be made or regulations put in place to ensure that the airport impact on surrounding communities is a more positive one.			

COMMENT	NAME	DATE	SOURCE
However, if the lack of restrictions or enforcement currently in place (residents from across town in Southpark attended West Charlotte EIS meetings in April 2018 reporting that assurances made to them about noise pollution were not followed) are not adjusted as part of this proposed increase, then my response would change to state that the environmental impact on our area is already compromised and should not be further compromised by anything like a new runway that would further increase air traffic and noise. 2 It is my understanding that the change from an EIS to an EA means that the impact is not "major" and requires a different protocol, but I also have been told that shortening the runway itself (which led to this change) could lead to longer ascent times for larger planes, again, adding to the noise below due to longer distances at lower altitudes.			
I look forward to the continued updates throughout this process and the specific recommendations from FAA and the City of Charlotte in the draft EA that can reflect consideration of not only the financial impact, but also the environmental impacts and how they can be mitigated to best serve the surrounding communities. Sincerely, Kelly Pledger			



COMMENT	NAME	DATE	SOURCE
Dear Ms. Potter, My concerns with the airport expansion is that problems with noise and broadcast television signals will become even worse than they are presently and will impact the value of my home. Television broadcast signals are interrupted when air traffic flies over my home which is on the flight path for the 18R runway. I have tried different types/ brands of antennae and changed locations of the antennae to try to alleviate the interference. This has been unsuccessful and continues to be a great annoyance to me and others in my neighborhood. Noise is an issue and will become more so with the projection of an increase in air traffic to Charlotte. Runway 18R is over utilized considering there are two other runways which do not see the same volume of traffic. Why would we support additional runways when the current runways could be run more effectively to manage noise issues? I eagerly await the results of the impact studies which are underway with special interest in the noise and air traffic issues. A furtherance in noise issues will impact the value of my property negatively and the economic factor on citizens along the flight paths merit a focused attention and consideration in mediating a solution. I have no interest in being a citizen roadblock for progress for the Charlotte airport but do not believe I should have my quality of life negatively impacted by this decision to expand the airport. I would welcome an opportunity to discuss these issues or provide more information if requested. Sincerely, Richard L. Benson 806 Pine Forest Road Charlotte, NC. 28214	Richard Benson	10/26/19	Email

COMMENT	NAME	DATE	SOURCE
Hello, I wanted to include my comments to the current CLT Environmental Assessment being conducted. I am a Charlotte city resident, who currently lives near the airport, and I frequently have planes flying over my house. The recent implementation of FAA Next-Gen departure paths have also changed some of those noise impacts, as flights now take off at more angles throughout the day, spreading out the noise. However, I do not find the current amount of noise excessive. When I built my house here 2 years ago, the airport and all 3 18/36 parallel runways existed. I knew this and I still built here. I get frustrated when I hear other residents complaining about aircraft noise, because the runways and airport were here well before my entire neighborhood was built. I am in full support of the new runway as proposed, and should the 12,000 foot option ever return, I would also support that. The CLT Airport provides	Robert Dovicsak, III		Email
incredible economic advantages to our city that we would not otherwise have, and I support its continued expansion and growth. I view the new runway as a better option to spread noise more. Instead of all flights landing on 3 runways, we will now have 4.			
This should allow the FAA to provide new paths for departures and approaches, that would mean less planes flying over each individual house surrounding the airport. I encourage the City of Charlotte, the Aviation Department, and the FAA, to continue moving forward on the construction of this new runway.			
Thank you, Robert Dovicsak III 6018 Eleanor Rigby Rd Charlotte, NC 28278 704 964 4444			
Please find attached my comment form. Thank you for all of your involvement with the public meeting in Charlotte, NC. Greg Boggs	Greg Boggs	11/1/19	Email
"all comments received will be considered in the EA". How will my comment make any difference? Can you point me to any example of a resident comment made any difference to any pre- vious EA or the ultimate decision in the past? Thanks	Robert	11/11/19	Email

COMMENT	NAME	DATE	SOURCE
Consider this: Let's ask the people LIVING here, those underneath the planes, -the victims - those impacted directly, their property values, and their Quality of Life being negatively impacted by living under multiple flight paths, while the planes fly seemingly lower and lower all the time. While I know the world is focused on increased efficiency, it seems the City of Charlotte has turned a blind eye to the IMPACT on its residentsthe ones that pay taxes and yet are being DENIED the ability to have a reasonable peaceful place to call homethat where the noise has stripped the ability to sit outside, have an outdoor meal, talk with guests, or just enjoy a moment of PEACE. Let me make a comparison - we all know the level of increased vehicle traffic has blossomed in past years. Well, imagine those additional cars being PLANES, planes traveling overhead, the constant drone of engines, the never-ending fact of seeing my home value decline - due to airport noise, etc. Look back at how the City of Charlotte was sued for \$1.5 million because of airport noise (WSOCTV -Nov 14th 2018).			
Perhaps the City sees this payout as a 'cheap price to pay', and begs the question, So this is now the 'best practice' mentality we citizens can expect of our city government? It's sad, very sad, how Charlotte has and continues to search for its elusive identity in the world today. If you now add to this the fact that those who recently retired such as me I am now presented with the CRU-EL and UNREASONABLE fact that I cannot simply sit outdoors and enjoy some QUALITY OF LIFE. That simple expectation has been stripped by the AUDIBLE MENTAL ABUSE generated by the plane noise, all created by overhead 'rail' efficiency charts from the FAA, the airlines themselves, the city of Charlotte, and the airport profit driven governing boards, etc. Oversight seems to be dissolved and replaced with deliberate steering under the cloak of efficiency.			
I'll stop just short of terming this noise matter as raping its citizens of what could / should be considered a basic humans right! But business chooses to make decisions based on dollars, and to that extent, greed. Sad-and our children will have it worse than we do! Even sadder Consider the world issues of carbon footprint, energy, temperature increases, etc. How does the deliberate increase in plane traffic (at the most fundamental level) do ANYTHING positive to its part to IMPROVING these world-wide concerns? Progress clearly seems to be in direct opposition to QUALITY of LIFE. Another point worth expressing is that this is NOT about ME. Do some research - look around, drive 25 miles away from my home and you'll see another disturbing trends of planes and the NOISE they inherently bring. Case in point, I have a few friends that live in Sun City -that's over in Indian Land.			

COMMENT	NAME	DATE	SOURCE
Quite a distance southeast from Charlotte. Residents there can accurately claim that this year specifically -2019 - more flights have been coming overhead, and I personally have witnessed some flights that were SO LOW, they rivaled the plane altitudes up at my home. This reality underscores the airport / industries total disregard for anyone, anywhere, anytime, as these Efficiency changes impact thousands of persons, while only increasing the profits of the airlines, and the airports, which are self defined as being a Wonderful asset to all.			
Another point, anyone whose been around the block can tell you that these current flight paths are deliberately designed to have planes fly LOWER in altitude, and stretch the 'downwind / base / final approaches further out from the airport such that more planes can be put into 'cue'. I get it. Back in the day -pilots actually had more hands on time -meaning the plane had a descent approach that kept planes higher up in the pattern, with LESS IMPACT to the 'people below'. 3 But nowadays — as a passenger you can't even detect a planes descent, because it starts 100+miles out, at a glide slope angle SO shallow, even a baby won't have their ears feel a thing. Wow, how far we have comeor NOT? Quantity over QUALITY strikes again. Think about this as you attempt to have a family cookout, but change your plans to 'go out and eat' cause the plane noise on your deck makes BASIC conversation an EFFORT. WHOM has the right to negatively IMPACT and ADVERSLY affect the people caught in the sights of 'economical flight paths, and better profits?			
BTW- I have already replaced every window in my home, and also added another 11 inches of insulation in my attic, and yet at times I still need to run a fan inside my home in my attempt to enjoy the home, much less have a cup of coffee while I read the news outside in peace. I will close by asking anyone at the CLT airport level, FAA representative, City of Charlotte board or planning dept. persons to come to my homebetter yet I'll host you for a week, 24 hrs. a day such that you too can get a first-hand experience as to what it's like to live in my surrounding neighborhood and better appreciate why I use the term Audible Mental Abuse. Finest Regards, Bob Horak 14225 Canvasback Drive Charlotte NC 28273 704-507-2235			

COMMENT	NAME	DATE	SOURCE
I fervently oppose the proposed expansion of Charlotte Douglas International Airport(CDIA) for the reasons stated below: 1. CDIA as a hub has surpassed saturation point as an airport. The reasoning behind this statement is the combination of airport operations and its relationship with the below listed items have changed the airport from an asset to a liability. Current airport operations neglect to address the negative impact it has on its area of operations. The operational impacts currently reach out up to a 30 mile radius with for example, arrival and departure noise negative impact. These negative impacts at great distances from CDIA impart a feeling these areas were minimal miles from the airport. CDIA's intent to expand airport operations in an effort to address future needs is not a viable option. What is viable is for CDIA to address its current operation's negative impacts on the population. This may mean CDIA redefines itself more as an origination/destination airport using its current footprint and facilities. Operating at its current capacity will allow efforts to resolve operation issues and by not intensifying its negative environmental and human condition impact. The items listed below are items from the EA which are to be addressed and additional reasons the expansion should not be approved. Brief and non definitive responses accompany each item and should be noted. Environmental Resource Categories • Air Quality-Negative impact to the environment and especially human health from air pollution due to air and ground airport operations. • Biological Resources • Climate-Increased air ground airport operations individually (ie CDIA) and cumulatively contribute to Climate Change • Coastal Resources • Department of Transportation Act, Section 4(f) • Farmlands-More rural/agrarian areas are impacted as airport operations expand to address increased air traffic. These areas are part of the network which feeds our country • Hazardous Materials, Solid Waste, and Pollution Prevention-Current airpor	Todd Douglass	11/21/19	Email

COMMENT	NAME	DATE	SOURCE
 Socioeconomics, Environmental Justice, and Children's Health and Safety Risks -It is documented that airport operations have a negative mental health effect on exposed populations. Visual Effects -Airplanes from CDIA operations flying at low altitudes in areas not normally identified as area of operations diminish the value of these areas Water Resources Wetlands (Floodplains, Surface Waters, Groundwater, Wild and Scenic Rivers 2) To all the above: Airport operations impact directly the Catawba River. This river is the primary source of drinking water for the City of Charlotte and surrounding areas. Increased airport operations increase the opportunity this major water supply could experience a catastrophic event affecting a significant number of the Charlotte region's population. Respectfully submitted, Todd Douglass 4584 Giles Ave Sherrills Ford, NC 28673 			
I live in the Pine Island neighborhood, approximately 5 miles due North of the threshold for CLT 18R. The extended centerline for 18R actually bisects our neighborhood. Our quality of life deteriorated dramatically 10 years ago with the opening of this 3rd parallel runway we have jet airliners flying directly overhead at approximately 1500 feet often at 90 second intervals. Simply carrying a on a conversation, listening to music, or making a phone call is impossible. Property sales have been cancelled as a result of plane flying over during buyer visits. Now, to add to our misery, you are proposing a 4th parallel runway, capable of handling even heavier aircraft. I know we can't stop this thing but please do something to reduce landing approach noise, e.g., a continuous descent approaches. And please spread the landings out more there's no reason everyone must use 18R to land.	Troy Harley	11/7/2019	Mail

Charlotte, November 17th 2019			SOURCE
	Richard Pham	11/18/2019	Mail
Dear Ms. Sarah Potter, am a resident living within 3 miles from CLT airport. Everyone has known the negative impacts of the aircraft fumes in jet engine sound to human health living nearby, especially infants n old people.			
For years, we have suffered from respiratory problems, sinus infection, asthma, sleep apneas, insomnia, headache etc pesides that, our houses glass windows crack. All from the Charlotte Douglas airport growing.			
Now, Charlotte Douglas International Airport has plans to build more runway and taxiways to serve up to 745,000/year. Roughly over 2 thousands flights in a single day.			
You can imagine how much pollution: air and sound bombards over us days and nights.			
This badly impacts to our health and property, so I strongly disagree with the Charlotte Douglas International Airport projects if CLT airport will not give us any protection in compensation to the harms that caused by its expansion with building more runways and taxiways:			
 CLT airport must protect us from air and sound pollutions: enhance our indoor air cleaner. sound proof our house. reinforce our glass windows provides us supplemental health insurance to cover respiratory and auditory problems. 			
Thank you.			
	000 90000 000		

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A2-2450



The Charlotte Observer charlotteobserver.com Lakenorman | Souther Rark | Carolina Bride.

AFFIDAVIT OF PUBLICATION

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669343	0004380941	

Attention: Gaby Elizondo, AICP

LANDRUM & BROWN 4445 LAKE FOREST DRIVE

SUITE 700

CINCINNATI, OH 45242

North Carolina

} ss

Mecklenburg County

Before the undersigned, a Notary Public County and State, duly authorized to administer oaths affirmations, etc., personally appeared, being duly sworn or affirmed according to law, doth depose and say that he/she is a representative of The Charlotte Publishing Observer Company, corporation organized and business under the laws of the State of Delaware, and publishing a newspaper known as The Charlotte Observer in the city of Charlotte, County of Mecklenburg. and State of North Carolina and that as such he/she is familiar with the books, records, files, and business of said Corporation and by reference to the files of said publication, the attached advertisement was inserted. The

following is correctly copied from the

Insertion(s)

Published On: September 20, 2019

In Testimony Whereof I have hereunto set my hand and affixed my seal on the 23rd day of September, 2019

Electronic Notary Public State of North

Carolina

My Commission Expires May 17. 2021



YOUR 3-DAY FORECAST



81° 56°

Saturday Plenty of sunshine; warm

Mostly sunny warm 85° 59° 86° 62°

Sunday

RealFeel: 84° RealFeel: 90° RealFeel: 88° UV Index: 6 UV Index: 6 UV Index: 6 UV Index: Higher index numbers indicate greater eye and

Cooling Degree Days

Degree days are an indicator of energy needs. The more the total degree days, the more energy is necessary to cool.

Hursudy	3
Month to date (normal)	282 (153)
Year to date (normal)	1991 (1432)
Last year to date	2007

Charlotte through 4 p.m. Thursday **TEMPERATURE** High/low Normal high/low 80°/59° Last year high/low 90°/64° 97° (1954)/46° (1984) Record high/low PRECIPITATION 24 hours ending 4 p.m. Thursday 0.19" (2.03") Month to date (normal) Year to date (normal) 39.33" (30.63") Last year **SUN & MOON** 7:10 AM Moonrise today 11:25 PM Sunrise today Sunset tonight 7:24 PM Moonset today 1:00 PM New Full Sep 21 Sep 28 Oct 5 Oct 13

AccuWeather DOWNLOAD THE FREE APP

ALMANAC

Morganton 78/52	Hickory 79/56	Statesville 80/53	Salisbury 79/52	Asheboro 77/52
Spindale 78/53	Gastonia 81/53	Charlott 81/56	70	pemarle /52
ichiperatures are	sion 1/55	Rock Hill 80/56 Lanca: 81/56		Rockingham 80/54

POLLEN INDEX

YESTERDAY	
Grass: Absent	Weeds: Moderat
Trees: Low	Mold: Very High

Source: National Allergy Bureau

RIVER LE	VELS		
	Flood Stage (ft.)	7 a.m. Thursday	24-hour change
CATAWBA RIVE	R		
near Pleasant Garde above Rock Hill above Catawba	ns 11 15 58	1.84 3.33 5.42	+0.16 +0.01 +0.01
STEWART CREE	K		
at West Morehead Stat State Street	treet 14 10	1.82 1.46	none -0.01
LITTLE SUGAR	CREEK		
at Medical Center Dr	ive 13.5	1.71	+0.04
LAKE LEV	ELS		
Lake Wylie	Normal Pool (ft.) 100	96.75	24-hour change -0.02
Lake Norman	100	96.67	none

AROUND THE NATION

		Today		Tomorrow		
City	Hi	Lo	W	Hi	Lo	W
Anchorage	55	49	r	54	43	r
Atlanta	83	64	S	86	63	рс
Boston	81	65	S	80	65	S
Chicago	84	68	С	80	66	t
Dallas	89	75	рс	91	73	C
Denver	85	48	S	75	43	t
Detroit	82	66	S	83	68	рс
Honolulu	88	74	S	88	76	sh
Las Vegas	85	65	S	89	67	S
Los Angeles	80	64	рс	87	66	S
Miami	89	80	sh	88	78	t
Minneapolis	84	70	С	78	57	t
New Orleans	89	73	рс	90	74	рс
New York City	80	63	S	84	66	S
Orlando	87	73	рс	87	73	рс
Philadelphia	80	61	S	87	63	S
Phoenix	97	73	S	96	75	S
Richmond	81	56	S	87	60	S
St. Louis	90	71	рс	84	74	t
Salt Lake City	62	46	sh	67	48	S
San Francisco	78	58	S	81	58	S
Seattle	69	57	рс	70	59	С
Washington, DC	82	61	S	88	65	S

Weather(W): s-sunny, pc-partly cloudy, c-cloudy, sh-showers. t-thunderstorms. r-rain. sf-snow flurries. sn-snow. i-ice

City	Hi	Lo	W	Hi	Lo	W
Anchorage	55	49	r	54	43	r
Atlanta	83	64	S	86	63	рс
Boston	81	65	S	80	65	S
Chicago	84	68	С	80	66	t
Dallas	89	75	рс	91	73	С
Denver	85	48	S	75	43	t
Detroit	82	66	S	83	68	рс
Honolulu	88	74	S	88	76	sh
Las Vegas	85	65	S	89	67	S
Los Angeles	80	64	рс	87	66	S
Miami	89	80	sh	88	78	t
Minneapolis	84	70	С	78	57	t
New Orleans	89	73	рс	90	74	рс
New York City	80	63	S	84	66	S
Orlando	87	73	рс	87	73	рс
Philadelphia	80	61	S	87	63	S
Phoenix	97	73	S	96	75	S
Richmond	81	56	S	87	60	S
St. Louis	90	71	рс	84	74	t
Salt Lake City	62	46	sh	67	48	S
San Francisco	78	58	S	81	58	S
Seattle	69	57	рс	70	59	С
Washington, DC	82	61	S	88	65	S

Corrections and Clarifications

High Rock Lake

It is our policy to acknowledge errors promptly. If you see a mistake, call us at 704-358-5040 or email corrections@ charlotteobserver.com.

LOTTERY RESULTS

Wednesday drawings **Pick 3 eve:** 3-5-5 Pick 4 eve: 4-2-4-9 Cash 5: 28-30-32-33-36

NORTH CAROLINA

Thursday drawings Pick 3 day: 8-8-5 Pick 4 day: 5-6-4-4

SOUTH CAROLINA

Thursday drawings **Pick 3 day:** 6-7-6 **eve:** 5-7-2 Pick 4 day: 6-5-2-1 eve: 1-7-5-1 Cash 5: 5-12-13-19-26 PU: x2 (Numbers are not official until certified by SCEL and its independent acco

MULTI-STATE

Tuesday MegaMillions: 12-15-30-50-65 MB: 1 MP: x4 Wednesday Powerball: 14-19-39-47-51 PB: 15 PP: x3

We publish lottery numbers available at the time that we start our press. If late drawings from yesterday are not reflected here, check again in tomorrow's paper, or look at charlotteobserver.com/lottery for current numbers at any time of day.

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FROM PAGE 1A

NUCLEAR

licenses to build two nuclear reactors near Gaffney, S.C., at a thenestimated cost of \$11 billion, but the company has not moved forward with construction. Duke also canceled a contract for a new nuclear plant in Flor-

Growth in demand for electricity had stagnated, and other utilities building nuclear plants in South Carolina and Georgia struggled with cost overruns and missed deadlines. Two South Carolina utilities, state-owned Santee Cooper and SCE&G, spent billions of dollars to build two new reactors at the Summer nuclear plant before ending construction in 2017.

Duke said that extending the operating lives of its nuclear plants might delay the need for new power plants. The company added that new nuclear technology, such as small modular reactors, "is an option the industry should continue to explore."

The NRC cleared the way for utilities to apply for second license renewals in 2014. Three companies have applications under review.

The oldest of Duke's Carolinas nuclear plants, Robinson in Hartsville, S.C., began operating in 1971. Robinson and five other nuclear plants worked through their initial 40-year federal licenses and were granted 20-year extensions.

Those extensions expire between 2030 and 2046. If the NRC grants second license extensions, some of Duke's nuclear fleet could operate until as late as 2066.

In addition to Robinson, Duke has the McGuire nuclear plant on Lake Norman; Catawba on South Carolina's Lake Wylie; Oconee, the largest of the plants, in Seneca, S.C.; Brunswick near Southport; and Harris southwest of Raleigh. All began operating in the early 1970s to mid-1980s. The six plants have a total of 11 reactors, which are individually licensed.

The NRC, in considering the license extensions, will require detailed evaluations of the plants' ability to continue safely operating. Each application review is expected to take about 18 months.

Duke said it does not expect any of its six plants to need significant modifications in order to win second license extensions, citing preventive maintenance and previous technology upgrades.

Duke expects to file its first application, for Oconee, in 2021.

About 5,000 employees work in Duke's nuclear group, not including contract workers who help refuel and maintain the plants. Duke said it paid more than \$300 million in property and payroll taxes associated with the nuclear plants in 2018.

Crewman sues boat owner for disaster

BY BRIAN MELLEY Associated Press

LOS ANGELES Less than two weeks after the worst maritime disaster in modern California history, a crew member who survived the inferno that gutted the Conception and killed 34 people aboard has sued the dive boat's owners.

Ryan Sims, the steward, alleges in a lawsuit filed Sept. 12 that the Conception's owners were negligent in their failure to properly train crew members, give adequate safety and medical equipment and provide safety rules,

among other claims. According to the lawsuit, Sims was awakened by loud noises and realized a fire had broken out on the boat and was spreading fast. Sims jumped from the top deck, breaking his leg in three places and injuring his back and neck, the lawsuit said.

The lawsuit lists Truth Aquatics Inc., Worldwide Diving Adventures and the Conception's owner, Glen Fritzler, as defendants, according to records from Ventura County Superior Court.

Staff writer Richard Winton contributed to this report.

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Public Meeting



The City of Charlotte (Airport Sponsor) invites you to attend a Public Meeting for the Charlotte Douglas International Airport (CLT) Environmental Assessment (EA).

Monday, October 21, 2019 6 p.m. to 8 p.m.

Embassy Suites (main entrance) 4800 S. Tryon Street Charlotte, NC 28217

Thursday, October 24, 2019 6 p.m. to 8 p.m. at:

Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208

The Airport Sponsor will host public meetings for the EA for CLT's proposed airfield and terminal capacity enhancement project. The meetings will help residents learn about the conversion from the Environmental Impact Statement (EIS) process to the EA process and the project, which includes a new runway, terminal expansion, and a vehicle parking deck. The CLT EIS that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019. The FAA cancelled the EIS because a runway length analysis determined only a 10,000-foot runway is required to meet the purpose and need for the project. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA. The same information will be presented at both meetings. No formal presentations are planned - stop in anytime.

For additional information about the EA, please visit the project website. https://www.airportprojects.net/CLT-Capacity-EA/



All things new and must-do!

CHARLOTTEFIVE.COM

La Noticia The Spanish-Language Newspaper

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I, Alvaro J. Gurdian in my capa	acity as	Sales Executive (Title)	_ of the newspaper	
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Subscribed and sworn to before me in the	e County o	f Mecklenburg (County)	in the State of	
NC , on this 16 (Date				
Maria & Renton Notary Public Signature	Notary 		MARIA E. BENTON NOTARY PUBLIC WNION COUNTY, NC ission Expires February 22, 202	22
February 22, 2022 Commission Expires				

NASCAR y Charlotte Motor Speedway honran a Sandra Torres durante el Mes de la Herencia Hispana

Diego Barahona A.

ASCAR y Charlotte Motor Speedway dieron a conocer que reconocerán las numerosas contribuciones de Sandra Torres, Coordinadora de Alcance Saludable de Cabarrus Latino en Cabarrus Health Alliance (CHA), a la comunidad latina de Cabarrus.

El Premio de la Herencia Hispana reconoce el compromiso de los líderes latinos con sus comunidades y promueve sus esfuerzos al honrarlos en su mercado local de carreras. Como parte del reconocimiento, cada homenajeado recibe una donación de \$2,500 para una organización sin fines de lucro de su elección. Este año, Torres eligió a El Puente Hispano, cuya misión es conectar e integrar a la comunidad latina con información y recursos disponibles para fomentar la autosuficiencia y la productividad.

Sandra Torres

Originaria de Colombia, Torres se mudó a Nueva York en la década de 1990, donde ocupó un puesto directivo en el departamento de nutrición



Sandra Torres

de la escuela pública de la ciudad. Hace diez años, se mudó a Concord, donde vive con su esposo y sus gemelos. Torres posee una Maestría en Administración Pública de la Universidad de Carolina del Norte en Charlotte y un título en Administración de Comunicación Comercial

de Baruch College en la ciudad de Nueva York.

Torres será honrada en el escenario durante la carrera "400 del Bank of America" el domingo 29 de septiembre en Charlotte Motor Speedway.

Trabajo comunitario

Además de su trabajo en CHA, Torres es cofundadora y vicepresidenta de El Puente Hispano, una organización local sin fines de lucro que tiene como objetivo mejorar las vidas de la población latina en el condado de Cabarrus. Torres también sirve como presidenta del Comité de Apoyo Familiar y Servicios Sociales para El Puente Hispano.

A través de sus funciones en CHA y El Puente, Torres ha utilizado su experiencia gerencial para identificar brechas en los servicios para la comunidad latina y ayuda con el desarrollo y la implementación de programas que abordan esas necesidades. Sandra ha abogado y ayudo al involucrar a las agencias locales para crear programas en español.

Trabajó con departamentos locales de parques y recreación para crear programas de ejercicios en español, incluidas clases de Zumba, y se aseguró de que los materiales estuvieran disponibles en español. Desarrolló una asociación con el Departamento de Policía de Concord para ofrecer programas históricamente ofrecidos solo en inglés en español, como Coffee with a Cop, Crime and Safety Briefing y una conversación comunitaria sobre opioides. También estableció una asociación con el Departamento de Bomberos de Concord para ofrecer clases de CPR en español. Más de 70 personas han sido capacitadas, entendiendo que pueden hacer la diferencia entre la vida y la muerte.

Con la salud mental como una de las prioridades de la comunidad, implementó un programa mensual llamado "Entre Amigas" o "Entre novias". Este es un grupo de mujeres dirigido por un terapeuta voluntario para discutir temas como depresión, autoestima y fijación de objetivos.

Puede encontrar este artículo en www.lanoticia.com

Reunión Pública



La Ciudad de Charlotte (Patrocinador del Aeropuerto) te invita a asistir a una Reunión Pública sobre la preparación de la Evaluación Ambiental (EA) del Aeropuerto Internacional de Charlotte (CLT).

Lunes, 21 de octubre de 2019 6 p.m. a 8 p.m.

en: Embassy Suites (la entrada principal) 4800 S. Tryon Street Charlotte, NC 28217

.....

Jueves, 24 de octubre de 2019 6 p.m. a 8 p.m.

en:

Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208

El Patrocinador del Aeropuerto organizará reuniones públicas sobre la preparación de la EA para el proyecto de mejora de la capacidad de aeródromos y terminales propuesto por CLT. Las reuniones ayudarán a los residentes a aprender sobre la conversión del proceso de la Declaración de Impacto Ambiental (EIS) al proceso de la EA y del proyecto, que incluye una nueva pista, expansión de terminales y una rampa de estacionamiento. La EIS que la Administración Federal de Aviación (FAA) empezó para la acción propuesta de CLT fue cancelada el 27 de febrero de 2019. La FAA cancelo la EIS porque un análisis de longitud de pista determinó que sólo una pista de 10,000 pies es necesaria para cumplir con el propósito y la necesidad del proyecto. La FAA determinó que este cambio a una de las propuestas de mejoras de capacidad fue suficiente para justificar la cancelación de la EIS y la conversión a una EA. La misma información se presentará en ambas reuniones. No habrá presentación formal: pase en cualquier momento.

Para recibir información adicional sobre la EA, visite la página de internet: https://www.airportprojects.net/CLT-Capacity-EA/

Latino Communications LLC

P.O BOX 12876 Winston Salem NC 27117







Bill To Landrum & Brown 4445 Lake Forest Dr Blue Ash, OH 45242



INVOICE

Invoice Date	9/26/2019
Invoice #	N205658
P.O. No.	
Terms	Due on receipt
Due Date	9/26/2019
Salesperson #	C/DD
Customer#	LAND17

Item Code	Item Description	Qty	Unit Price	Amount
NCICHA	Advertising-Newspape-Charlotte	1	240.00	240.00
NDIC	Newspaper Discount-Charlotte		-140.00	-140.00
	This Invoice covers: 09/26/19			
	This contract runs from: 09/26/2019 to 09/26/2019			
	Size: 4.9'x 6.6 Ad Code: 104426 Page: 4A			
	Please contact your sales representative if you need to make changes in your advertisement			

PLEASE DETACH AND	RETURN BOTTOM PORTION WITH PAYMENT	Original Invoice Total	\$100.00	
Bill to address:	Please make checks payable to:	Invoice Date	9/26/2019	
Landrum & Brown 4445 Lake Forest Dr Blue Ash, OH 45242	Latino Communications LLC P.O BOX 12876	Invoice #	N205658	
Dide Asii, Ori 45242	Winston Salem NC 27117	Customer #	LAND17	
Please check box change(s) on the	if address is incorrect or has changed, and indicate envelope.	Payments/Credits	-\$100.00	
SALES PERSON:	C/DD	AMT ENCLOSED		
CREDIT CARD No.:	Visa/Master Card/AMEX	Check #:		
EXPIRATION		Balance Due	\$0.00	
SIGNATURE		Dalance Due	ψ0.00	
New E-mail address?	Enter here:	Customer Total Bal	ance so no	

QUE PASA LATINO COMMUNICATIOS, INC. PO. BOX 12876 WINSTON SALEM, NC 27117

Date: 10/03/19

Landrum & Brown 4445 Lake Forest Dr., Blue Ash, OH 45242

Reunión Pública



La Ciudad de Charlotte (Patrocinador del Aeropuerto) te invita a asistir a una Reunión Pública sobre la preparación de la Evaluación Ambiental (EA) del Aeropuerto Internacional de Charlotte (CLT).

Lunes, 21 de octubre de 2019 6 p.m. a 8 p.m.

en: Embassy Suites (la entrada principal) 4800 S. Tryon Street Charlotte, NC 28217 Jueves, 24 de octubre de 2019 6 p.m. a 8 p.m. en:

Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208

El Patrocinador del Aeropuerto organizará reuniones públicas sobre la preparación de la EA para el proyecto de mejora de la capacidad de aeródromos y terminales propuesto por CLT. Las reuniones ayudarán a los residentes a aprender sobre la conversión del proceso de la Declaración de Impacto Ambiental (EIS) al proceso de la EA y del proyecto, que incluye una nueva pista, expansión de terminales y una rampa de estacionamiento. La EIS que la Administración Federal de Aviación (FAA) empezó para la acción propuesta de CLT fue cancelada el 27 de febrero de 2019. La FAA cancelo la EIS porque un análisis de longitud de pista determinó que sólo una pista de 10,000 pies es necesaria para cumplir con el propósito y la necesidad del proyecto. La FAA determinó que este cambio a una de las propuestas de mejoras de capacidad fue suficiente para justificar la cancelación de la EIS y la conversión a una EA. La misma su información se presentará en ambas reuniones. No habrá presentación formal:

Para recibir información adicional sobre la EA, visite la página de internet: https://www.airportprojects.net/GtT-Capacity-EA/ QUE PASA LATINO COMMUNICATIOS, INC. PO. BOX 12876 WINSTON SALEM, NC 27117

Before the undersigned, a Notary Public of Forsyth County, North Carolina, duly commissioned, qualified, and authorized to make this affidavit and sworn statement, that the notice or other legal advertisement, a copy of which is attached hereto, was published in the QUE PASA Newspaper on the following dates:

09/26/2019

And that the said newspaper in which such notice, or legal advertisement was published, was a newspaper meeting all the requirements and qualifications of Section 1-597 of the General Statues of North Carolina

Publication Fee \$ 100.00

Invoice No N205658

Newspaper Reference:

Sworn to and subscribed before me, this 3 day of Oother 2019

Notary Public

My Commission expires: 1 2024

Reunión Pública



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Lunes, 21 de octubre de 2019 6 p.m. a 8 p.m.

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(la entrada principal) 4800 S. Tryon Street Charlotte, NC 28217 Jueves, 24 de octubre de 2019 6 p.m. a 8 p.m.

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104426-ms

Charlotte Douglas International Airport (CLT) | Public Meeting

The City of Charlotte (Airport Sponsor) invites you to attend a Public Meeting for the CLT Environmental Assessment (EA). The Airport Sponsor will host public meetings for the EA for CLT's proposed airfield and terminal capacity enhancement project. The meetings will help residents learn about the conversion from the Environmental Impact Statement (EIS) process to the EA process.

BACKGROUND

The City of Charlotte (Airport Sponsor) is preparing an EA to evaluate the potential impacts of the Proposed Action at CLT. The Proposed Action includes various airfield and terminal capacity enhancement projects. The CLT EIS that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019. The FAA cancelled the EIS because a runway length analysis determined only a 10,000 foot runway is required to meet the purpose and need for the project. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA. The Airport Sponsor will now comply with the National Environmental Policy Act (NEPA) by preparing an EA. Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action. The Airport Sponsor expects to complete the EA in 2020. The Airport Sponsor will prepare the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance.



Please mark your calendar and attend – choose the meeting that best suits your schedule. The meetings will be open-house style and no formal presentations are planned – stop in anytime.

Monday, October 21, 2019 from 6 p.m. to 8 p.m.
Embassy Suites (main entrance)
4800 S. Tryon Street
Charlotte, NC 28217

Thursday, October 24, 2019 from 6 p.m. to 8 p.m.
Harris Conference Center at Central Piedmont
Community College
3216 CPCC Harris Campus Drive
Charlotte, NC 28208

For additional information about the EA, please visit the project website:

https://www.airportprojects.net/CLT-Capacity-EA/

Charlotte Douglas International Airport | Public Meeting

For both public meetings, the format will include an open house format where residents can view displays and speak with project team members.

Members of the public may comment at the meeting by completing and submitting a comment form.

Spanish and Mandarin translation services will be available at the meeting. If you require special assistance at the meeting, such as sign language interpretation or translation services other than Spanish and Mandarin, please contact Sarah Potter at CLTCapacityEA@landrum-brown.com
by October 11, 2019.

Can't make the meeting?

Please submit your comments by **November 22, 2019** using one of these methods:

EMAIL

CLTCapacityEA@landrum-brown.com

MAIL

Sarah Potter 4445 Lake Forest Dr, Suite 700 Cincinnati, OH 45242



For additional information about the EA, please visit the project website:

https://www.airportprojects.net/CLT-Capacity-EA/

Invoice



2130 S 7th Avenue Suite 170 Phoenix, AZ 85007 USA Page: 1

Number:

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Date:

9/19/2019

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Pmt Type		Applied From	Transaction Date	Discount Taken	Applied Amount	Total
Check/Memo		26575512-CR	9/19/2019	0.00	29,003.40	29,003.40 29,003.40
					Subtotal	29,003.40
				Trod	Sales Tax e Discount	0.00
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				Balance		0.00



4445 Lake Forest Dr Cincinnati, OH 45242 USA T +1 513 530 5333 F +1 513 530 1278 landrum-brown.com

September 19, 2019

«ORGANIZATION» «ADDRESS1» «ADDRESS2» «CITY», «STATE» «ZIP»

Charlotte Douglas International Airport (CLT) Public Meeting

To Whom It May Concern:

The City of Charlotte Aviation Department is holding two public meetings on projects at the Charlotte Douglas International Airport (CLT) and kindly requests that you display the enclosed poster advertising the meetings in a prominent location. All interested parties are encouraged to attend.

The City of Charlotte (Airport Sponsor) is preparing an Environmental Assessment to evaluate the potential impacts of the Proposed Action at CLT. The Proposed Action includes various airfield and terminal capacity enhancement projects. The CLT Environmental Impact Statement (EIS) that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019. The FAA cancelled the EIS because a runway length analysis determined only a 10,000-foot runway is required to meet the purpose and need for the project. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA. The Airport Sponsor will now comply with the National Environmental Policy Act (NEPA) by preparing an EA. Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action. The Airport Sponsor expects to complete the EA in 2020. The City of Charlotte will prepare the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance.

If you have any questions or would like additional information, please contact me via email at:

CLTCapacityEA@landrum-brown.com.

Eyah Potts

Sincerely,

Sarah Potter Associate Vice President

Landrum & Brown, Incorporated

Enclosure

FNAME	LNAME	SALUTATION	TITLE	ORGANIZATION	ADDRESS1	ADDRESS2	CITY	STATE	ZIP
									ł
				Abbot Vincent Taylor Library	100 Belmont Mt Holly Rd.		Belmont	NC	28012
				Belmont Branch Library	125 N Central Ave.		Belmont	NC	28012
					4330 Westmont Dr.		Charlotte	NC	28217
				Charlotte AHEC Library	1000 Blythe Blvd.		Charlotte	NC	28203
				Charlotte Mecklenburg Library - Beatties Ford Road Regi			Charlotte	NC	28216
				Charlotte Mecklenburg Library - Independence Regional			Charlotte	NC NC	28212
				Charlotte Mecklenburg Library - Main Library Charlotte Mecklenburg Library - Myers Park	310 N Tryon St. 1361 Queens Rd		Charlotte Charlotte	NC NC	28202 28207
				Charlotte Mecklenburg Library - Myers Park Charlotte Mecklenburg Library - Plaza Midwood	1623 Central Ave.		Charlotte	NC	28205
				Charlotte Mecklenburg Library - Scaleybark	101 Scaleybark Rd.		Charlotte	NC	28209
				Charlotte Mecklenburg Library - Steele Creek	13620 Steele Creek Rd.		Charlotte	NC	28273
				Charlotte Mecklenburg Library - West Boulevard	2157 West Blvd.		Charlotte	NC	28208
					4420 Hoyt Galvin Way		Charlotte	NC	28214
				CPCC Library - Harris Campus	3210 Cpcc Harris Campus Dr.		Charlotte	NC	28208
				Everett Library	1900 Selwyn Ave.		Charlotte	NC	28274
				James B. Duke Memorial Library	100 Beatties Ford Rd.		Charlotte	NC	28216
					1339 Baxter St.		Charlotte	NC	28204
				Bethel Baptist Church	4801 Tuckaseegee Rd.		Charlotte	NC	28208
				Big Springs United Methodist Church	5300 Old Dowd Rd.		Charlotte	NC	28208
				Charlotte Trinity Church of Nazarenes	6031 Tuckaseegee Rd.		Charlotte	NC	28208
					4527 Freedom Dr.		Charlotte	NC	28208
					6824 Tuckaseegee Rd.		Charlotte	NC	28208
				Harvest Church	7429 Tuckaseegee Rd.		Charlotte	NC NC	28214
				Mt. Carmel Baptist Church	7237 Tuckaseegee Rd.		Charlotte		28214 28214
				Mulberry Baptist Church New Bethel Church of God in Christ	6450 Tuckaseegee Rd. 1520 Little Rock Rd.		Charlotte Charlotte	NC NC	28214
				Ridgeview Baptist Church	7700 Tuckaseegee Rd.		Charlotte	NC NC	28214
				CAMS - Community Association Management Services		Suite 600	Charlotte	NC	28209
					4445 Coventry Row Ct.	cano oco	Charlotte	NC	28270
				Cramerton Village Homeowners	1051 Cramerton Village Dr.		Cramerton	NC	28032
					833 East Blvd.		Charlotte	NC	28203
				Hollyridge Homeowners Association	10928 Holly Ridge Blvd		Charlotte	NC	28216
				Homeowners Association Fire Alarm Ln	2015 Queens Rd W		Charlotte	NC	28207
				Klutts Property Management	1433 Emerywood Dr		Charlotte	NC	28210
					9500 Statesville Rd		Charlotte	NC	28269
					2125 Southend Dr	#453	Charlotte	NC	28203
					4401 Laurel Hill Ln		Charlotte	NC NC	28217 28209
				Renaissance HOA	1006 E Woodlawn Rd 3520 N Davidson St		Charlotte Charlotte	NC NC	28209
				-			_		
				Sanctuary Property Owners Association Stowe Point Homeowners Association	10450 Wildlife Rd 4885 Samuel Pinckney Dr		Charlotte Belmont	NC NC	28278 28012
				TurnBerry Homeowners Association	One Wells Fargo Center	301 S College St	Charlotte	NC NC	28202
					2425 Lester St.	301 S College St	Charlotte	NC	28208
					1520 Clanton Rd.		Charlotte	NC	28208
				Berewick Recreation Center	5910 Dixie River Rd.		Charlotte	NC	28278
				Bette Rae Thomes Recreation Center	2921 Tuckaseegee Rd.		Charlotte	NC	28208
				Bunong Indigenous Community Association	3725 Simmons St.	#704	Charlotte	NC	28208
				C.W. Williams Community Health Center	3333 Wilkinson Blvd.		Charlotte	NC	28208
					S. College St.	#200	Charlotte	NC	28202
					2823 Starnes Rd.		Charlotte	NC	28214
					900 W Trade St.	#100	Charlotte	NC	28202
				Johnston YMCA	3025 N Davidson St.		Charlotte	NC	28205
				McCrorey YMCA	3801 Beatties Ford Rd.	#3215	Charlotte	NC	28216
				Southview Recreation Center	1720 Vilma St.		Charlotte	NC	28208
				Stratford Tichardson YMCA The Stowe Family YMCA	1946 West Blvd.		Charlotte	NC NC	28208
				Tom Sykes Recreation Center	196 YMCA Dr. 1501 Euclid Ave.		Belmont Charlotte	NC NC	28012 28203
					440 Tuckaseegee Rd.		Charlotte	NC NC	28203
				Wallace Pruitt Recreation Center Wat Lao Buddharam / Lao Community Center	1824 Toddville Rd.	1	Charlotte	NC NC	28214
				West Charlotte Recreation Center	2401 Kendall Dr.		Charlotte	NC	28216
				Wilmore Community Center	501 West Blvd.		Charlotte	NC	28203



PUBLIC MEETING

The City of Charlotte (Airport Sponsor) invites you to attend a Public Meeting for the Charlotte Douglas International Airport (CLT) Environmental Assessment (EA). The Airport Sponsor will host public meetings for the EA for CLT's proposed airfield and terminal capacity enhancement project. The meetings will help residents learn about the conversion from the Environmental Impact Statement (EIS) process to the EA process.

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at:

Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208

For both public meetings, the format will include an open house workshop where residents can view displays and speak with project team members. The meetings will be open-house style and no formal presentations are planned—stop in anytime. Spanish and Mandarin translation services will be available at the meeting. If you require special assistance at the meeting, such as sign language interpretation or translation services other than Spanish and Mandarin, please contact Sarah Potter at CLTCapacityEA@landrum-brown.com by October 11, 2019.

Members of the public may comment at the meeting by completing and submitting a comment form.

Can't make the meeting?

Please submit your comments by **November 22, 2019** using one of these methods:

EMAIL

CLTCapacityEA@landrum-brown.com

MAIL

Sarah Potter 4445 Lake Forest Dr, Suite 700 Cincinnati, OH 45242

For additional information about the EA, please visit the project website: https://www.airportprojects.net/CLT-Capacity-EA/



Charlotte Douglas International Airport Capacity Enhancements Environmental Assessment

Public Meeting



Conversion from an Environmental Impact Statement (EIS) to an Environmental Assessment (EA)

- The City of Charlotte (Airport Sponsor) is preparing an Environmental Assessment (EA) to evaluate the potential impacts of the Proposed Action at Charlotte Douglas International Airport (CLT).
- The Proposed Action includes various airfield and terminal capacity enhancement projects.
- The CLT Environmental Impact Statement (EIS) that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019.
- The FAA cancelled the EIS because a runway length analysis determined only a 10,000 foot runway is required to meet the purpose and need for the project.
- The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA.
- The Airport Sponsor will now comply with the National Environmental Policy Act (NEPA) by preparing an EA.
- Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action.
- The Airport Sponsor expects to complete the EA in 2020.
- The City of Charlotte will prepare the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance.



Timeline of the Conversion from an Environmental Impact Statement (EIS) to an Environmental Assessment (EA)

- March 22, 2018 FAA published a Notice of Intent (NOI) in the Federal Register to prepare an EIS for proposed capacity enhancements, including a 12,000-foot runway.
- October 2018 FAA conducted a runway length analysis for the proposed 12,000-foot runway.
- February 27, 2019 FAA published a Notice of Cancellation in the Federal Register announcing the cancellation of the EIS and conversion to an EA.
- March 8, 2019 City of Charlotte (Airport Sponsor) published a Request for Qualifications for a consultant to prepare an EA.
- April 11, 2019 Airport Sponsor awarded the EA contract to the L&B Consultant Team.
- August/September 2019 Contract negotiations between Airport Sponsor and L&B Consultant Team and preparation of the EA was initiated.



Comparison of the CLT Environmental Impact Statement (EIS) and CLT Environmental Assessment (EA) Scope and Process

	CLT EIS	CLT EA	
PURPOSE	 Analyze and disclose impacts from the Proposed Action Identify mitigation measures for significant impacts 	Same as the EIS	
PROCESS MANAGEMENT	FAA	Airport Sponsor	
AGENCY COORDINATION	Formal coordination with regulatory agencies	Same as the EIS	
ANALYSIS	 Analyze impacts of each alternative for 15 environmental resource categories Identify mitigation measures for significant impacts 	Same level of effort as the EIS	
PUBLIC INVOLVEMENT	Two public meetingsOne Public Hearing	Same as the EIS	
COMMENT PERIOD	Minimum of 45 days	Same as the EIS	
FEDERAL DETERMINATION	FAA prepares a federal decision and identifies any mitigation commitments	Same as the EIS	



What is the National Environmental Policy Act (NEPA)?

 NEPA is a federal statute that requires federal agencies to evaluate the potential environmental effects of a proposed project, and inform and involve the public before making decisions.

What is an Environmental Assessment (EA)?

- The Council on Environmental Quality (CEQ) states that an EA is a "concise document" that takes a "hard look" at expected environmental effects of a proposed action.
- An EA defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of a proposed project and its alternatives, and demonstrates compliance with other Executive Orders and environmental statutes.
- The EA will analyze and document potential environmental effects from the Proposed Action and alternatives, and develop measures that may mitigate those effects.



Roles and Responsibilities for Preparing the Environmental Assessment (EA)

THE CITY OF CHARLOTTE IS THE AIRPORT SPONSOR

- Responsible for the development and direction of the EA content in accordance with National Environmental Policy Act (NEPA), all applicable federal regulations, and Federal Aviation Administration (FAA) guidance.
- Provides data to the L&B Consultant Team.
- Leads public outreach efforts and engages with the surrounding community during the NEPA public involvement process.

THE FAA IS THE LEAD FEDERAL AGENCY

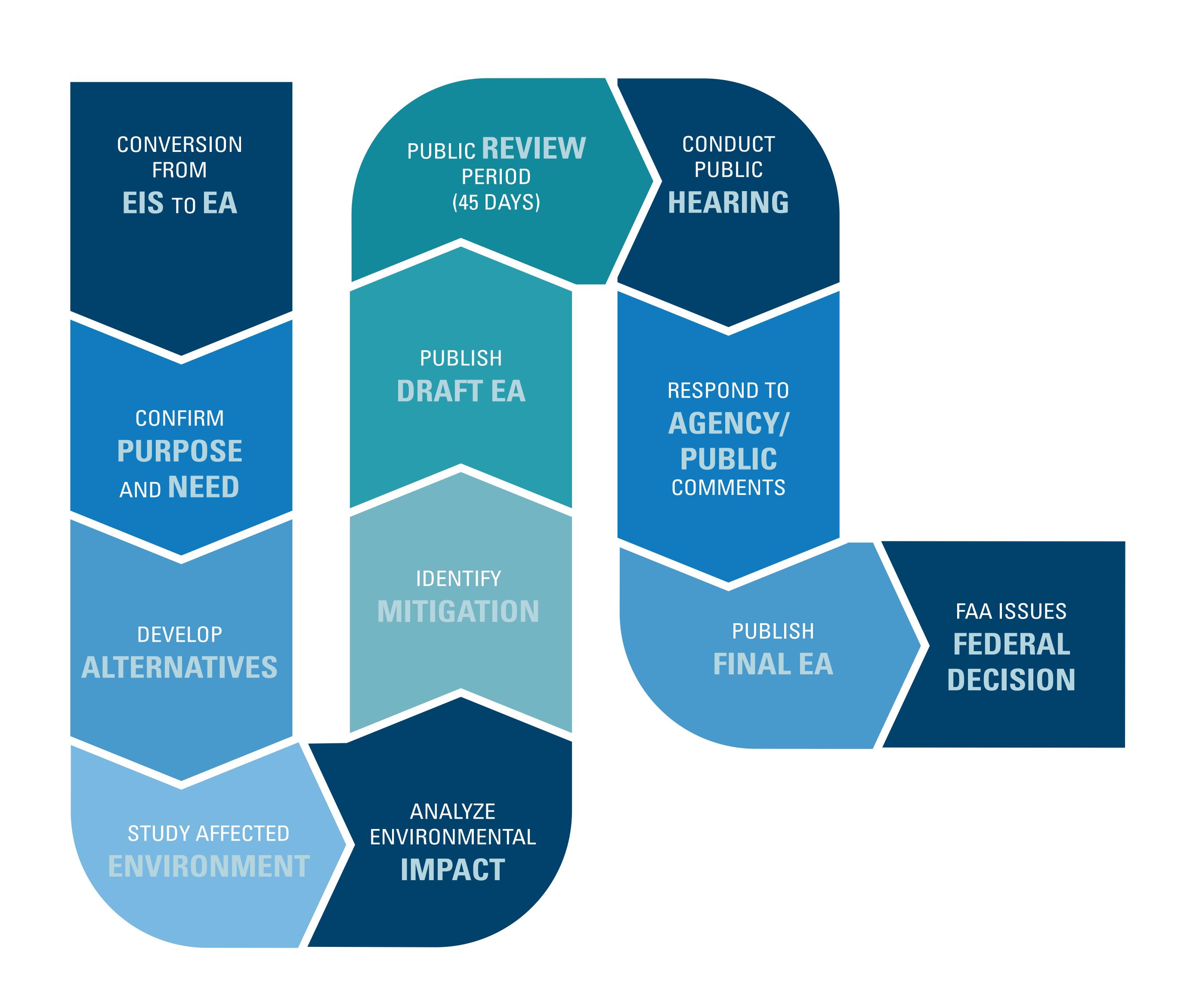
- Responsible for compliance with the requirements of NEPA.
- Provides an independent evaluation of the environmental issues.
- Takes responsibility for the scope and content of the EA.
- Makes a final decision on whether it can issue a satisfactory environmental finding based upon the EA.
- Determines whether it may take the federal actions necessary to allow implementation of the project.
- Ensures compliance with:
 - NEPA
 - Council on Environmental Quality (CEQ) regulations
 - FAA environmental orders; and
 - Other environmental requirements such as special purpose laws (for example, the Clean Water Act and the National Historic Preservation Act)

LANDRUM & BROWN LEADS THE CONSULTANT TEAM

- Works under the direction of the Airport Sponsor to prepare the EA
- Directs the work of subconsultants.



CLT Environmental Assessment Process (EA)





Public Involvement and How to Comment

The City of Charlotte (Airport Sponsor) is committed to a complete, open, and effective public participation process in the development of this Environmental Assessment (EA). You will have several opportunities to provide input and comments on the Proposed Action when the Draft EA is available for public review.

TO PROVIDE WRITTEN COMMENTS

- Write your comments on the forms available at the welcome desk and by comment boxes.
- Place your written comments in one of the comment boxes.
- Mail or email your comments postmarked by November 22, 2019 to contact below.

EA CONTACT INFORMATION

Sarah Potter
 Landrum & Brown
 4445 Lake Forest Drive, Suite 700
 Cincinnati, OH 45242

Project Email Address: CLTCapacityEA@landrum-brown.com

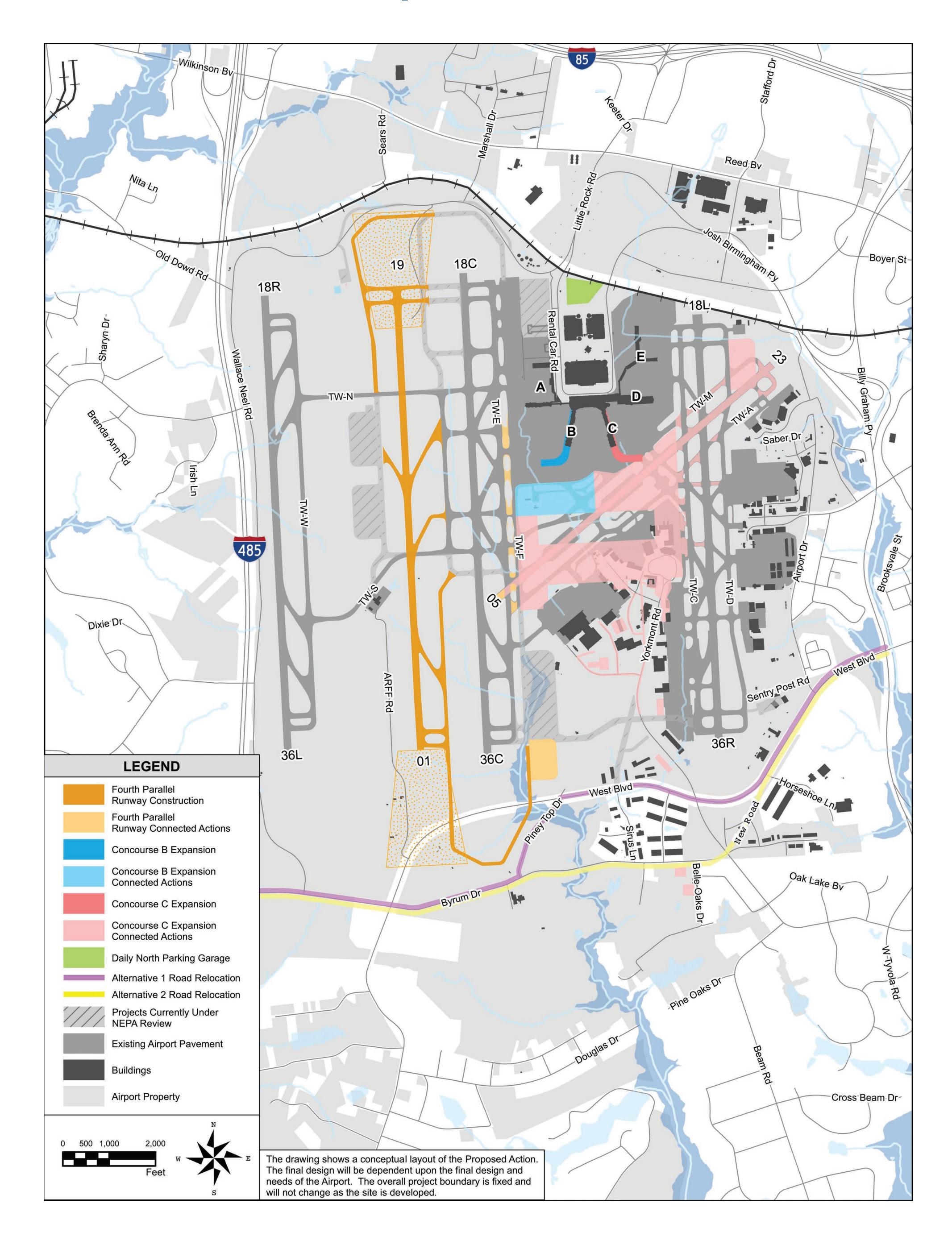
Project website: https://www.airportprojects.net/CLT-Capacity-EA/

The comment period ends November 22, 2019

(Comments must be postmarked by November 22, 2019)



Proposed Action



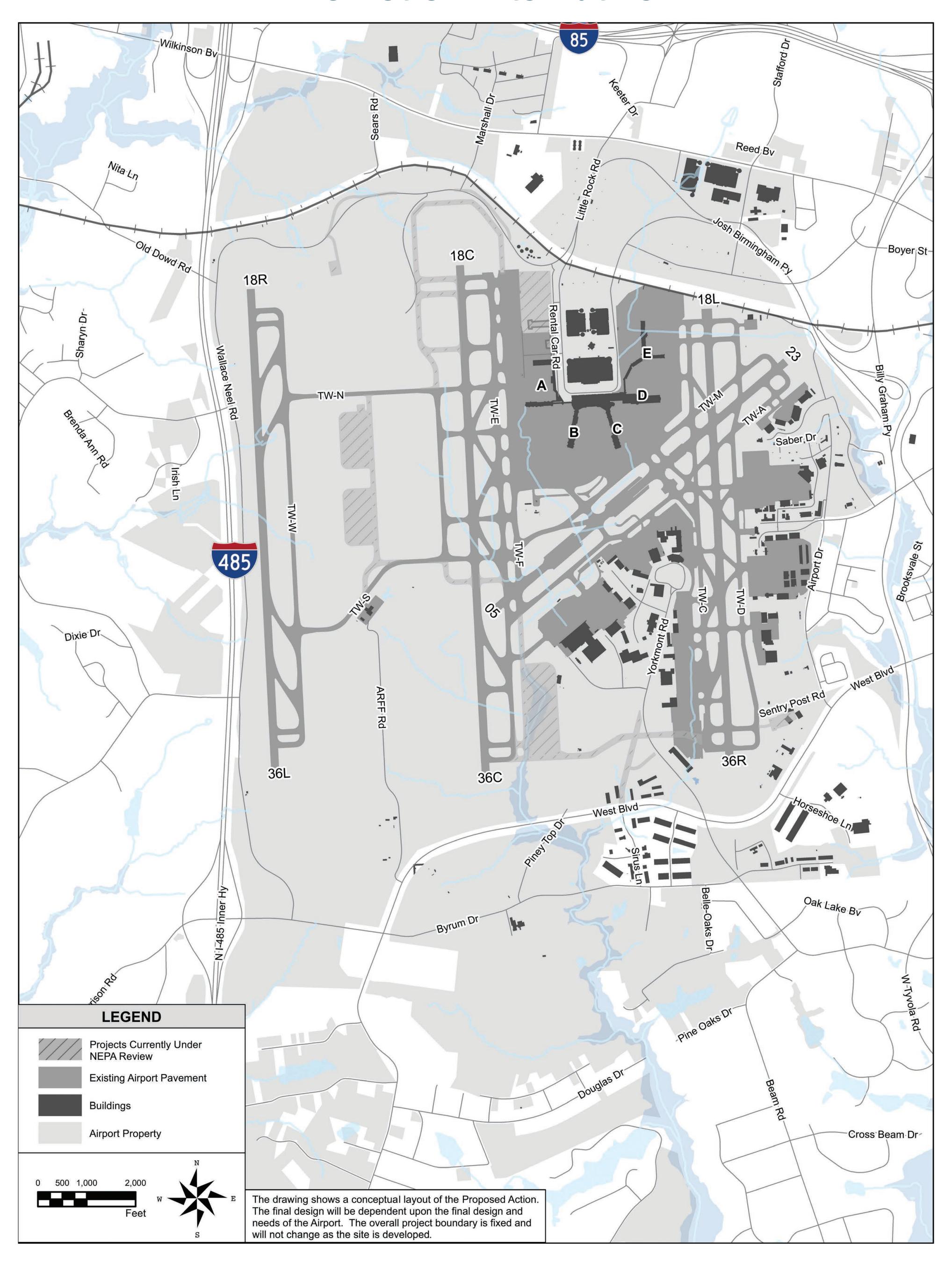


The Proposed Action Consists of the Following Projects

- Construct 10,000 foot Fourth Parallel Runway 01/19 (including a partial North End-Around Taxiway [EAT] and a full South EAT)
 - Relocate West Boulevard
 - Construct one Airfield Hold Pad (Taxiway F)
 - Construct New Airfield Rescue Firefighting (ARFF)
 - Relocate Taxiway E connectors
 - Remove Taxiway C connectors
 - Remove Taxiway Segment Pavement between Taxiway E and F
- Concourse B Expansion and Associated Ramp Expansion
 - Expand South Ramp (West Portion)
 - Relocate Airport Surveillance Radar (ASR)
- Concourse C Expansion and Associated Ramp Expansion
 - Decommission Runway 05/23
 - Construct Northeast Airfield Hold Pad (Runway 18L End)
 - Expand South Ramp Phase I (East Portion)
 - Expand South Ramp Phase II
 - Relocate Hangars/Cargo Buildings
 - Reconfigure roadway to access relocated hangars/buildings
 - Relocate Central Lighting Vault
 - Remove Taxiway Segment Pavement in the East Airfield
- Construct Daily North Parking Garage



No Action Alternative





Under the Future No Action Alternative

• The Airport infrastructure would remain the same but with additional independent improvement projects currently under National Environmental Policy Action (NEPA) review.

UNDER THIS SCENARIO, THE AIRPORT WOULD CONTINUE TO EXPERIENCE

- Increases in delay per operation that would nearly double from 2016 to 2033 with the existing runway facilities.
- Peak hour demand of the runway system would continue to be exceeded with the concentrated arrival and departure activity associated with the airline hub.
- Congestion and inefficient runway operations would threaten schedule reliability for efficient airline hub operation.
- Inefficient runway operations due to the taxiway and ramp design and the presence of the crosswind Runway 05/23 in relation to ramp operations.
- Congestion in the terminal ramp and departure queuing area.
- Overcrowded conditions in Concourses B and C due to a shortage of suitable gates and undersized holdrooms and corridors.
- Need for additional parking.



Timeframe/Major Milestones

MID 2019 BEGIN TO ANALYZE POTENTIAL IMPACTS

MID 2020

PUBLISH THE DRAFT
EA; HOLD THE PUBLIC
REVIEW PERIOD AND
PUBLIC MEETINGS

LATE 2020

PUBLISH THE FINAL EA; FAA ISSUES FEDERAL DECISION

2021 START OF CONSTRUCTION



Environmental Resource Categories

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Health and Safety Risks
- Visual Effects
- Water Resources
 - Wetlands
 - Floodplains
 - Surface Waters
 - Groundwater
 - Wild and Scenic Rivers



Charlotte Douglas International Airport

CAPACITY ENHANCEMENTS ENVIRONMENTAL ASSESSMENT

Overview

The City of Charlotte (Airport Sponsor) is preparing an Environmental Assessment (EA) to evaluate the potential impacts of the Proposed Action (detailed below) at Charlotte Douglas International Airport (CLT). The Proposed Action includes various airfield and terminal capacity enhancement projects. The CLT Environmental Impact Statement (EIS) that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019. The FAA cancelled the EIS because a runway length analysis determined only a 10,000-foot runway is required to meet the purpose and need for the project. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA. The Airport Sponsor will now comply with the National Environmental Policy Act (NEPA) by preparing an EA. Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action. The Airport Sponsor expects to complete the EA in 2020. The Airport Sponsor will prepare the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance.

Proposed Action

The Proposed Action will consist of the following projects:

- Runway and Taxiways: Construction of a 10,000-foot runway. The Airport Sponsor's preferred location is between existing center runway, 18C/36C, and west runway 18R/36L. The project also includes associated taxiways, including a partial north End-Around Taxiway (EAT), a full south EAT, and parallel high-speed exit and connector taxiways.
- Concourse B and Ramp Expansion: Extension of Concourse B to the west, creating 10 to 12 additional gates and
 expansion of the ramp to support the Concourse B extension and additional gates.
- Concourse C and Ramp Expansion: Extension of Concourse C to the east, creating 10 to 12 additional gates.
 Ramp expansion is needed to facilitate aircraft movement between the east and west airfield outside of the immediate terminal ramp.
- Daily North Parking Garage: Construction of a parking deck at the north entrance of the Airport.

The project includes relocating West Boulevard and decommissioning Runway 05/23.

Why the Proposed Action is Needed

CLT is the sixth busiest airport in the United States. The FAA forecasts that flights will grow at an average rate of almost 1.85 percent annually, from more than 550,000 flights in 2018 to 745,000 flights in 2033 and from 23.2 million passenger enplanements to 31.5 million passenger enplanements during that time.

In 2016, the Airport Sponsor completed an Airport Capacity Enhancement Plan (ACEP). The ACEP recommended that the Airport Sponsor complete various airfield and terminal improvements at CLT by 2028 to accommodate future aviation demand.

Environmental Assessment

The City of Charlotte is the Airport Sponsor. The Federal Aviation Act of 1958 requires the Airport Sponsor to obtain FAA approval to construct the Proposed Action at the Airport. The Airport Sponsor will be responsible for the development of the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance. The FAA

remains the responsible Federal agency for compliance with the requirements of NEPA. In this capacity, FAA will make its own independent evaluation of the environmental issues and take responsibility for the scope and content of the EA. The FAA also will make a final decision on whether it can issue a satisfactory environmental finding based upon the EA. The FAA will thereafter determine whether it may take the federal actions necessary to allow implementation of the project.

The Council on Environmental Quality states that an EA is a "concise document" that takes a "hard look" at expected environmental effects of a proposed action. An EA defines the purpose and need for a project, considers a range of reasonable alternatives, analyzes the potential impacts of a proposed action and its alternatives, and demonstrates compliance with other Executive Orders and environmental statutes. The EA will analyze and document potential environmental effects from the Proposed Action and alternatives and develop measures that may mitigate those effects.

Similar to the EIS, this EA will consider a "No Action" alternative. Additionally, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action on the following resource categories: air quality; biological resources; climate; coastal resources; Department of Transportation Act (known as Section 4(f) resources); farmlands; hazardous materials, solid waste, and pollution prevention; historical, architectural, archeological, and cultural resources; land use; natural resources and energy supply; noise and noise-compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects; and water resources.

Anticipated Schedule



What are the Opportunities for Providing Input and Reviewing Additional Information?

Members of the public may comment at the meeting by completing and submitting a comment form.

Please submit your comments by **November 22, 2019** using one of these methods:

Email: CLTCapacityEA@landrum-brown.com

Mail: Sarah Potter 4445 Lake Forest Dr, Suite 700 Cincinnati, OH 45242 (Postmarked by November 22, 2019)

The public will have additional opportunities to provide input and comments on the Proposed Action at future public meetings and after the publication of the Draft EA.

For additional information regarding the EA, please visit: https://www.airportprojects.net/CLT-Capacity-EA/

The website will be updated throughout the EA process with project updates; meeting information; status reports and schedules; and other information.



How to Comment

Please submit your comments by November 22, 2019 using one of these methods:

IN PERSON

Members of the public may fill out and submit their comment forms today

MAIL

Sarah Potter 4445 Lake Forest Dr. Suite 700 Cincinnati, OH 45242

EMAIL

CLTCapacityEA@landrum-brown.com

All comments must be submitted or postmarked by November 22, 2019



Aeropuerto Internacional de Charlotte Douglas

MEJORAS DE CAPACIDAD EVALUACIÓN AMBIENTAL

Perspectiva General

La Ciudad de Charlotte (Patrocinador del Aeropuerto) está preparando una Evaluación Ambiental (EA) para evaluar los impactos potenciales de la Acción Propuesta (detallada a continuación) en el Aeropuerto Internacional Charlotte Douglas (CLT). La Acción Propuesta incluye varios proyectos de mejora de la capacidad del aeródromo y los terminales. La Declaración de Impacto Ambiental (EIS, por sus siglas en Inglés) de CLT de que la Administración Federal de Aviación (FAA, por sus siglas en Inglés) comenzó para la Acción Propuesta fue cancelada el 27 de febrero de 2019. La FAA canceló la EIS porque un análisis de longitud de pista determinó que sólo se requiere una pista de 10,000 pies para cumplir con el propósito y la necesidad del proyecto. La FAA determinó que el cambio a una de las mejoras de capacidad propuestas fue suficiente para justificar la cancelación de la EIS y la conversión a una EA. El Patrocinador del Aeropuerto cumplirá con la Ley Nacional de Política Ambiental (NEPA, por sus siglas en Inglés) mediante la preparación de una EA. Al igual que la EIS, la EA evaluará los posibles impactos ambientales directos, indirectos y acumulativos que puedan derivarse de la Acción Propuesta. El Patrocinador del Aeropuerto espera completar la EA en 2020. El Patrocinador del Aeropuerto preparará la EA de acuerdo con NEPA, todas las regulaciones federales aplicables, y la guía de la FAA.

Acción Propuesta

La Acción Propuesta incluye los siguientes proyectos:

- Pista y Pistas de Rodaje: Construcción de una pista de 10,000 pies. La ubicación preferida del aeropuerto
 es entre la actual pista central, 18C-36C, y la pista oeste 18R-36L. El proyecto también incluye calles de rodaje
 asociadas incluyendo una Calle de Rodaje Parcial en el Extremo Norte, y una salida paralela de alta velocidad
 y conector de las calles de rodaje.
- Sala B y Expansión de la Rampa: Extensión de las Salas de Espera al oeste, creando de 10 a 12 salas de espera y expansión de la rampa para apoyar la extensión de las Salas de Espera B y sala adicionales.
- Salas de Espera C y Expansión de la Rampa: Extensión de las Salas de Espera C al este, creando de 10 a 12 salas de espera adicionales. La expansión de la rampa es necesaria para facilitar el movimiento de las aeronaves entre el aeródromo este y oeste fuera de la rampa de la terminal inmediata.
- Estacionamiento Diario Norte: Construcción de un estacionamiento en la entrada norte del Aeropuerto.

El proyecto incluye la reubicación del West Boulevard y desmantelamiento de la Pista 5-23.

Por que la Acción Propuesta es Necesaria

CLT es el sexto aeropuerto más concurrido de los Estados Unidos. La FAA pronostica que los vuelos crecerán a una tasa de casi 1.85 por ciento anualmente, de mas de 550,000 vuelos en 2018 a 745,000 vuelos en 2033 y de 23.2 millones de embarques a 31.5 millones de embarques durante ese tiempo.

En 2016, el Patrocinador del Aeropuerto completó un Plan de Mejora de la Capacidad Aeroportuaria (ACEP, por sus siglas en Inglés). El ACEP recomendó que el Patrocinador del Aeropuerto complete varias mejoras en el aeródromo y la terminal en CLT para 2028 para satisfacer la demanda futura de la aviación.

Evaluación Ambiental

La Ciudad de Charlotte es el Patrocinador del Aeropuerto. La Ley Federal de Aviación de 1958 requiere que el Patrocinador del Aeropuerto obtenga la aprobación de la FAA para construir la Acción Propuesta en el Aeropuerto. El Patrocinador del Aeropuerto será responsable del desarrollo del EA de acuerdo con NEPA, todas las regulaciones

federales aplicables y la guía de la FAA. La FAA sigue siendo la agencia federal responsable del cumplimiento de los requisitos de NEPA.

En esta capacidad, la FAA realizara su propia evaluación independiente de las cuestiones medioambientales y asumirá la responsabilidad del alcance y el contenido del EA. La FAA también tomará una decisión final sobre si puede emitir un hallazgo ambiental satisfactorio basado en el EA. A partir de entonces, la FAA determinará si puede tomar las medidas federales necesarias para permitir la implementación del proyecto.

El Consejo de Calidad Ambiental (CEQ, por sus siglas en Inglés) afirma que la EA es un "documento conciso" que hace una "mirada dura" a los efectos ambientales esperados de una acción propuesta. La EA define el propósito y la necesidad de un proyecto, considera una serie de alternativas razonables, analiza los impactos potenciales de una acción propuesta y sus alternativas, y demuestra el cumplimiento de otras órdenes ejecutivas y estatutos ambientales. La EA analizará y documentará los posibles efectos ambientales de la Acción Propuesta y las alternativas y desarrollará medidas que se puedan mitigar.

Al igual que la EIS, esta EA considerará una alternativa "no acción". Además, el EA evaluará los posibles impactos ambientales directos, indirectos y acumulativos que puedan derivarse de la Acción Propuesta en las siguientes categorías de recursos: la calidad del aire; recursos biológicos; clima; la Ley del Departamento de Transporte (Sección de recursos 4(f)); tierras cultivables; transportación terrestre; materiales peligrosos; recursos culturales; uso de la tierra; recursos naturales y suministro de energía; ruido y uso de suelo compatible con el ruido; socioeconomía, justicia ambiental, y riesgos de la salud ambiental de los niños y de seguridad; efectos visuales; y recursos del agua.

Calendario Previsto



¿Cuáles son las Oportunidades para Proveer Retroalimentación y Revisar información Adicional?

Los miembros del público pueden comentar en la reunión completando y entregando un formulario de comentarios.

Favor de enviar sus comentarios antes del **22 de noviembre de 2019** utilizando uno de estos métodos:

Email: CLTCapacityEA@landrum-brown.com

Mail: Sarah Potter

4445 Lake Forest Dr, Suite 700 Cincinnati, OH 45242

(Con fecha limite del sello de envío del 22 de noviembre del 2019)

El público tendrá oportunidades adicionales de aportar comentarios sobre la Acción Propuesta en futuras reuniones públicas y después de la publicación de la EA preliminar.

Para obtener información adicional sobre la EA, visite: https://www.airportprojects.net/CLT-Capacity-EA/

La pagina de Internet se actualizara durante el proceso de la EA con las ultimas noticias del Proyecto, información de reuniones, reportes del estatus del Proyecto y la programación del reporte, y otra información.



Charlotte Douglas International Airport

CAPACITY ENHANCEMENTS ENVIRONMENTAL ASSESSMENT

概况

夏洛特市(机场赞助商)正在准备一项环境评估(EA)工作,以评估提案(详情见下文)对夏洛特道格拉斯国际机场(CLT)的潜在影响。该提案包括多项飞行区和航站楼容量扩充项目。由联邦航空管理局(FAA)为该提案启动的CLT环境影响报告(EIS)于2019年2月27日取消。FAA之所以取消这份EIS是因为通过跑道长度分析确定。只需要新建造一条10,000英尺的跑道即可满足项目目标与需求。FAA认为,这项跑道新建计划足以成为提议的容量扩充项目之一,这为取消环境影响报告并转换为环境评估提供了有力支撑。机场赞助方在准备环境评估的过程中,将遵守《国家环境政策法》(NEPA)。与环境影响报告相似,环境评估将评估提案可能产生的直接、间接和累积的环境影响。机场赞助方预计将在2020年完成该环境评估。机场赞助方将根据 (NEPA)。 所有适用的联邦法规和FAA指南来准备环境评估。

提案

该提案将由以下项目构成:

- **跑道和滑行道**: 新建造一条10,000英尺的跑道。机场赞助方的首选位置是在现有中心跑道18C/36C和西跑道 18R/36L之间。该项目还涵盖相应的滑行道,包括部分北侧绕滑行道(EAT),完整的南侧绕滑行道,和平行快 速脱离道以及滑行道交叉口。
- B指廊和站坪扩展: B指廊向西延伸,增加10到12个机位,并扩展站坪,以支持B指廊的延伸和机位扩展。
- C指廊和站坪扩展: C指廊向东延伸,增加10到12个机位。扩展站坪,以促进飞机在相邻航站楼站坪之外的东西侧飞机区之间的滑行。
- 日间北侧停车场: 在机场北部建造一个停车场。

该项目包括搬迁西林荫大道和拆除05/23跑道。

为什么需要此项提案?

夏洛特道格拉斯国际机场是美国第六繁忙的机场。FAA预测,航班架次量将以平均每年近1.85%的速度增长,即从2016年超过54.5万架次增至2033年的74.5万架次,同期客运吞吐量将由2.170万人次增至3.150万人次。

2016年,机场赞助方完成了机场容量扩充计划(ACEP)。该计划建议机场赞助方在2028年之前完成CLT的各项飞行区和 航站楼的改进计划,以适应未来的航空需求。

环境评估

夏洛特市是机场赞助方。1958年的《联邦航空法》规定机场赞助方需获得美国联航局的批准,以在机场执行"提案"。机场赞助商将根据《国家环境政策法》、所有适用的联邦法规和FAA相关指南开展环境评估工作。美国联航局仍然是负责遵守NEPA要求的联邦机构。

美国联航局仍将以此身份对环境问题进行独立评估,并负责环境评估的范围和内容,同时也将根据该环境评估最终决定 是否发布满意的环境调查结果。FAA随后将确定是否可采取必要的联邦行动来实施该项目。

环境质量委员会称,环境评估是一份"简明扼要的文件",它对提案所预期的环境影响进行"严格的审查"。一份环境评估报告定义了项目的目的和需求,考虑了一系列合理的替代方案,分析了提案及其替代方案的潜在影响,并致力于遵循其他行政命令和环境法规。 环境评估将对提案和替代方案对环境的潜在影响进行分析和记录,并制定可减轻这些影响的措施。

与环境影响报告相似,此次环境评估将考虑"不采取任何措施"的备选方案。此外,环境评估将评估《提案》可能对以下资源造成的潜在直接、间接和累积的环境影响:空气质量、生物资源、气候、沿海资源、运输部法(称为第4(f)章节资源)、农田、有害物质,固体废物和污染预防、历史、建筑、考古和文化资源、土地利用、自然资源和能源供应、噪音和噪音兼容的土地利用、社会经济学、环境正义以及儿童的环境健康和安全风险、视觉影响、和水资源。

预期流程



如何提供意见以及查询更多详情?

公众可以通过填写并提交评论表在会议上发表评论。

请在2019年11月22日前,通过以下任意一种方式提交您的评论:

电子邮件: CLTCapacityEA@landrum-brown.com

信件: Sarah Potter

4445 Lake Forest Dr, Suite 700 Cincinnati, OH 45242 (邮戳截止日期为2019年11月22日)

公众可在未来的公开会议上,以及在环境评估草案发布后就提案提供意见和评论。

想了解关于环境评估的其他信息请访问:

https://www.airportprojects.net/CLT-Capacity-EA/

网站将在整个环境评估流程中更新项目信息:会议信息、状态报告和时间表及其他信息。





COMMENT FORM	
Welcome to the Charlotte Douglas International Airport Capacity Enhancements Environmental	
Assessment public meeting. The City of Charlotte (Airport Sponsor) is preparing an Environmental Assessment (EA) to evaluate the potential impacts	
of the Proposed Action at Charlotte Douglas International Airport (CLT). The City of Charlotte is committed to a complete, open, and effective public participation process in the development of	
this EA.	
Please clearly print your contact information and your comment in the space provided. Please either	
drop this form off tonight in a comment box or mail this form to the contact and address provided on	
the back of the form, postmarked by November 22, 2019.	
You can also submit your comments via email at CLTCapacityEA@landrum-brown.com.	
Before including your name, address, telephone	
number, email or other personal identifying information in your comment, be advised that	
your entire comment – including your personal identifying information – may be made publicly	
available at any time. While you can ask us in your comment to withhold from public review	
your personal identifying information, we cannot guarantee that we will be able to do so.	
CONTACT INFORMATION (OPTIONAL)	
NAME/AFFILIATION	
ADDRESS	
CITY	
STATE ZIP CODE	
EMAIL	
WOULD YOU LIKE TO BE ADDED TO THE CLT EA DISTRIBUTION LIST?	
YES NO	
ADDITIONAL PAGE INCLUDED?	
YES NO	



COMMENT FORM	
Welcome to the Charlotte Douglas International	
Airport Capacity Enhancements Environmental Assessment public meeting. The City of Charlotte	
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Before including your name, address, telephone number, email or other personal identifying	
information in your comment, be advised that	
your entire comment – including your personal	
identifying information – may be made publicly available at any time. While you can ask us in	
your comment to withhold from public review	
your personal identifying information, we cannot guarantee that we will be able to do so.	
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WOULD YOU LIKE TO BE ADDED TO THE CLT EA DISTRIBUTION LIST?	
YES NO	
ADDITIONAL PAGE INCLUDED?	
YES NO	

	Sarah Potter Landrum & Brown 4445 Lake Forest Drive, Suite 700 Cincinnati, OH 45242	



FORMULARIO DE COMENTARIOS

Bienvenido(a) a la reunión pública de Evaluación ambiental de mejoras en la capacidad del Aeropuerto Internacional Charlotte Douglas. La ciudad de Charlotte (patrocinador del aeropuerto) está preparando una evaluación ambiental (EA) para valorar los impactos potenciales de la Acción propuesta en el Aeropuerto Internacional de Charlotte Douglas (CLT). La ciudad de Charlotte está comprometida con un proceso de participación pública completo, abierto y efectivo en el desarrollo de esta EA.	
Por favor, escriba claramente su información de contacto y su comentario en el espacio proporcionado. Deje este formulario en un buzón de comentarios hoy mismo o envíelo por correo al contacto y la dirección que	
se indica en el dorso del formulario, con sello postal fechado a más tardar el 22 de noviembre de 2019.	
También puede enviar sus comentarios por correo electrónico a CLTCapacityEA@landrum-brown.com.	
Antes de incluir en su comentario su nombre, dirección, número telefónico, correo electrónico u otra información de identificación personal, tenga en cuenta	
que todo su comentario, incluida su información de identificación personal, puede ponerse a disposición	
del público en cualquier momento. Aunque puede solicitarnos en su comentario ocultar su información	
de identificación personal de la revisión pública, no podemos garantizar que podamos hacerlo.	
INFORMACIÓN DE CONTACTO (ODCIONAL)	
INFORMACIÓN DE CONTACTO (OPCIONAL)	
NOMBRE/AFILIACIÓN	
DIRECCIÓN	
CIUDAD	
ESTADO CÓDIGO POSTAL	
CORREO ELECTRÓNICO	
¿DESEARÍA SER AGREGADO A LA LISTA DE DISTRIBUCIÓN DE LA EA DEL CLT?	
YES NO	
¿SE INCLUYE UNA PÁGINA ADICIONAL?	
YES NO	



FORMULARIO DE COMENTARIOS

Bienvenido(a) a la reunión pública de Evaluación ambiental de mejoras en la capacidad del Aeropuerto Internacional Charlotte Douglas. La ciudad de Charlotte (patrocinador del aeropuerto) está preparando una evaluación ambiental (EA) para valorar los impactos potenciales de la Acción propuesta en el Aeropuerto Internacional de Charlotte Douglas (CLT). La ciudad de Charlotte está comprometida con un proceso de participación pública completo, abierto y efectivo en el desarrollo de esta EA.	
Por favor, escriba claramente su información de contacto y su comentario en el espacio proporcionado. Deje este formulario en un buzón de comentarios hoy mismo o envíelo por correo al contacto y la dirección que	
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Antes de incluir en su comentario su nombre, dirección, número telefónico, correo electrónico u otra información de identificación personal, tenga en cuenta	
que todo su comentario, incluida su información de identificación personal, puede ponerse a disposición	
del público en cualquier momento. Aunque puede	
solicitarnos en su comentario ocultar su información de identificación personal de la revisión pública, no	
podemos garantizar que podamos hacerlo.	
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DIRECCIÓN	
CIUDAD	
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CORREO ELECTRÓNICO	
¿DESEARÍA SER AGREGADO A LA LISTA DE DISTRIBUCIÓN DE LA EA DEL CLT?	
YES NO	
¿SE INCLUYE UNA PÁGINA ADICIONAL?	
YES NO	

	Sarah Potter Landrum & Brown 4445 Lake Forest Drive, Suite 700 Cincinnati, OH 45242	



NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
(ra				



NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL



NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
Shirley Moore	9020 Whispering Pines IN	28217	104-913-7231	ELShix 172@TWG. Com
BOB HORAK	14225 CANVASBACK DR	28273	704-507-2235	bob. HORAL C XAHOD. COM
Chuck Cardwell	604 Carrer Boll Ly Waxhaw NC	78173	704-617-4107	ccarduellewalterproore, com
Richard Phan	6532 War Eagle Lu.	28214		n'chard phan 282140 gmail gr
clara Pham	6532 War Fagle Ln	28214		00 apple28214 @ gman C
Linda Dran	7821 Steele Creek Rd.	28217	704 588-0405	- 71
Billy Fate	7821 Steele Creck Rd.	28217	SAME	
James BRASWell	\$103 Steele Benay	28217		
Evenary Johnson	1101 Claremont Rd.	28214	104 892-4066	
Shidere Hyetis	2024 Wild Life & Charlotte	28214	704 399 2770	
TROYHARKEY	822 PINE FORTST RD	28214	704 488/3104	THARKS JO CARXINA, RR, COM
Loren Schofuld	7425 Hamilton Budge Rd	28278	609-605-0349	loven, Schofiela gmail. Con
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Eric Rysdon	13604 Waverton In Hunterville	28078	A-10-10-10-10-10-10-10-10-10-10-10-10-10-	-
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Dorothy Pierce	4701 Charlie Hipp Rd	28214		OPFavorite@aol.com
Rose Maer	3883 Gziers Fork DR.	28273	·	
Rick Bengon	806 Pine Forest Rd	28214	330-699-4466	Grillerguy 123@msn.com
Priscilla Johnson	10420 PARTRICKE BERRY DR	28213		voten 2618@gmail.com
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BAO Tran	8403 New Steldon Dr.	28214		dtrinh 973 @gmail.com
Peggy Schwarts		287	1 1 1 1 1 1 1 1 1 1 1 1	pg28226 agrail . Com
Hamette Bake	U	28278	704 588-2135	donrb 33@ gmail.com
JASON WILSON	15436 Shopton ad West 3124 MKHaw DR. MATTHUS	28104	704-840-8854	juilson@holine.com
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Adrian Luns Sord	9104 Carnero Er Rd CLT	28214		5 adrianly stord Dychoo con
Phyllis Brown	3805 Marwick Rd.	28278	7047962813	
John E. Joy	6616 PAWNET DR CHE	TICKE	764-967-3887	JEHANG FOLLO LIVE. COM
Dosef Roembine	Ce35 Parkairo La CLT	28217	941-806-8569	Jolyniembauer @ gmail am

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NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
Emmanuel Mensah	2418 Denerradora Ave	28208	704-591-8164	Emma Mensah 68@ Yahao. Cam
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Edward Thompson	1 4407 Maphelenthu	28208	704-373-213	& etrompson 5010@ gmil. Co
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Jese Forthe	7912 DOVERS DRCLING	1847	704-588-0479	
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Damary Lowis	WSOC TV			
Ros Burnon	3530 PLANMITON ROAD	28270	7047719585	RUSSIF BURNETT G9 DYAHW. com
	13401 Harbor Oaks Ln Charlotte			teresam 244@yahoo.com
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Monja Eurons	9630 Walkers Furry Rd.		704 998-9075	
RICK BARBER		/	980-322-6302	



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JasonShepherd	3650 MarsellRoad	30022	2705104556	jasonshepherdeburnsmed.
REECE KOLB	11842 BROADWATER LA	28273	704-588-8671	NUMBERONEOH @ CAROLINAS RR.
Melissa Ferguson	2909 Shopton Rd	28217	704-361-5813	fergusonmelissac @ bellso DAVID. JAMISON 3 CAOL CO
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Rose Jones-Cohenas	101 W Sygna Creek Rd	28213	704-248 0837	Rose, 7927@gmailen
DR, E.g. BESSELL	7519 PAWTUCKEURI	28214	845-7507176	REVELESSELL DOMME. COM
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Alice Harrill	4209 Eagle Lake Dr	28217	704-408-258	7 aliceharrill@gmail.c
Bill Kenney		1 4	le	hellobillkenney@gmail.
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Berlean Koury	7701 Pawtucke Dr.	28214	704197-8130	berlean roury, com
Stephanie Lasne	1818 Daylas pr	28217	104-604-1592	Slashericloud.com.
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Jacqui Small	5235 Eggli Lake Dr	28217		smalljac@gmail.com
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Bob Arnold	1 (,		- Pamana Whotmail.com
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Charlie Tylor	1/600 Awleisellen De.	28273		I Can logott Aly & Mail Com
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JAMES FERGUSON	2909 SHOPTON RD	28217		JErguson & telware.com
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KEVIN VISSELY	4252 WALKEN RD ROCH HILL SC	29730		ICSETNOISE @ FMALLOM
Abigail Dunham Michael Rimne(6100 Kristane Charlotte No.	28214	704)968-9532	Hospicemormadyaha.com
	7827 Davalas Dr.	2847	704-877-08	
haron & John Johnson	4237 Freedom Dr		704 3921932	
Mary Killough	5300 Wilkinson Blud.	28208	704 576-0984	f -none -
his Clemer	Loso Farria Rd	28210	704214-3026	CCIEMMUPS Q Amil. Com
Tichelle Langdon				langdon 2021 @GMAIL.COM
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ancy M= Donald	3208 Capitor Dr.	28208	704-392-3569	NO
kve & Lamie Scheureman	11422 Chapeclare Rd 2825	28278	704-900-9262	laschmoo@hotmail.com
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Before including your name, address, telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

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ADDRESS 1701 Pawfuckett Rd CITY Charlotte N.C 28214	
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CONTACT INFORMATION (OPTIONAL) Emmanuel Mencah NAME/AFFILIATION 2418 Dehevradora ave **ADDRESS** charlotte CITY 28208 ZIP CODE STATE EmmaMensal, 68@ Yahoo. Com **EMAIL** WOULD YOU LIKE TO BE ADDED TO THE CLT EA DISTRIBUTION LIST? V YES NO ADDITIONAL PAGE INCLUDED?

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CONTACT INFORMATION (OPTIONAL)

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So, if the residential areas will be affected, lets just say so and then increase our value /intrusts
then increase our value intusts
for commercial/industrial
development.
Don't "Save" Something and inadvertently decrease our value.
inadvertently decrease our value.
- EABLE LAKE -



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You can also submit your comments via email at CLTCapacityEA@landrum-brown.com.

AldRE	FORMATION (OPTIONAL)
NAME/AFFILIATION	GROVEWOOD Dr
ADDRESS	ric
CITY	28208
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I hate this move!
You don't Care ABOUT
The People, But Only
Yourself + money!



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You can also submit your comments via email at CLTCapacityEA@landrum-brown.com.	
Before including your name, address, telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.	
CONTACT INFORMATION (OPTIONAL) Tony Scott NAME/AFFINATION	
ADDRESS	
N.C 28214	
STATE 2024 @ Smail EMAIL	
WOULD YOU LIKE TO BE ADDED TO THE CLT EA DISTRIBUTION LIST?	
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We have been trying to Contac
MR. Henassey For 34R to
MR. Henassey For 34R to no avail Regarding airport Noise
ViA Email & telephone
We look brued to a response
to our Comment Form.
Tony Scott (973) 986-7201



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Michelle Angdon NAME/AFFILIATION
ADDRESS
CITY
STATE ZIP CODE Anglon 2021 @ qmail.com Langdon 2021 @ qmail.com Would you like to be added to the clt ea distribution list?
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an inch thick of pollen could be
removed to make room for
SOUNDPROOFING.
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Thelo	ra Wright
NAME/AFFILIAT	ION
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with adding an additional
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Concerns regarding noise in

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COMMENT FORM

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available at any time. While you can ask us in your comment to withhold from public review — your personal identifying information, we cannot guarantee that we will be able to do so.	of all homes in that
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charlo He	
STATE 28217 Waynej tidwelle gmail.com	
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ROCK HILL	
CITY	
SC	29730
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INFORMUD OF THE IMPACT OF THIS
PROPOSAL, AREAS ON THE APPROACH AND
DEPARTURE PATHS ALL THE WAY ALONG
THE DOWNWIND, BASE TURN, AND FINAL
APPROACH IN PARTICULAR ARBAS OF
MEYERS PARK, BARCLAY DOWNS,
BALLANTYNE, INDIAN LAND EHST,
MARVIN, WAXHAW, VANWYCK,
CATABWA, LESSLIE, SPRING VALLY
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THIS PROCESS SHOULD BE MORE
INCLUSIVE OF ANYONE IN FLIGHT
PATHS FOR ALL ALEAS NORTH AND
SOUTH OF THE CURRENTLY LIMITED
ANALYSIS AREA.



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This is a suggestion for a Liture
project,
7
I suggest creating a lightrail that
runs east to west; from the airport, through
down town, and somewhere on east part of
Charlotte, I don't live in that part of
town so I woldn't say where bost benefit
Would be.
It'd he great for Charlotte if the airport
could cornect travellers downtown, It'd he
good for business and connecting our
growing community,

From: Amanda Carson <amacarson@gmail.com>

Sent: Tuesday, October 1, 2019 2:06 PM

To: CLTCapacityEA

Subject: Comments - Upcoming Public Meetings for Charlotte Douglas International Airport (CLT)

Environmental Assessment

Thank you for this opportunity to learn about the changes. I can't make the meetings, but as a resident of the Steele Creek area near 160/Shopton Road West, I wanted to send in my feedback. My main concern when changes are made to the runways is the noise in the area. We are thankful to live near the airport and I am used to airplane noise and my kids enjoy seeing the airplanes while out in our back yard.

However, a few years ago the noise was so loud for a period that we couldn't sit on our back patio and have a conversation without pausing every few minutes to let a plane pass. It also could be heard inside our house to the point that we couldn't hear the TV when a plane was overhead. We did send in feedback about this and some changes were made so that the planes have not been so loud. We do appreciate that and hope that any changes that are made in the future will not affect our quality of life here in Steele Creek again.

This area is high density and only growing, so please consider the impact it has on area residents when making plans for runways and take off/landing patterns. We really appreciate it.

Amanda Carson
Stowe Creek neighborhood
------ Forwarded message ------

From: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Date: Tue, Oct 1, 2019 at 12:52 PM

Subject: Upcoming Public Meetings for Charlotte Douglas International Airport (CLT) Environmental Assessment

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com >

Hello,

Thanks,

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Please mark your calendar and attend—choose the meeting that best suits your schedule.

Monday, October 21, 2019 from 6 p.m. to 8 p.m.

Embassy Suites (main entrance)

4800 S. Tryon Street

Charlotte, NC 28217

Thursday, October 24, 2019 from 6 p.m. to 8 p.m.

Harris Conference Center at Central Piedmont Community College

3216 CPCC Harris Campus Drive

Charlotte, NC 28208

Can't make the meeting?

Please submit your comments by November 22, 2019 using one of these methods:

EMAIL

CLTCapacityEA@landrum-brown.com

MAIL

Sarah Potter

4445 Lake Forest Dr, Suite 700

Cincinnati, OH 45242

For additional information about the EA, please visit the project website: https://www.airportprojects.net/clt-capacity-ea/

From: Benjamin Rudolph

bcrudolph1@outlook.com>

Sent: Tuesday, October 1, 2019 10:30 PM

To: CLTCapacityEA

Subject: Comment: West Blvd relocation

Dear Sarah,

I think the yellow route (new road) is necessary. That is the option that seems like it will best preserve the smooth traffic flow going uptown from the Steele Creek area, that is, to continue straight from Bryum instead of a left turn across Byrum onto Piney Top or Yorkmont. I am willing to pay the taxes for the extra expenditure.

Thanks!

Benjamin Rudolph - Steele Creek Resident

Get Outlook for Android

From: Noel Baker <bakern@guilford.edu>
Sent: Wednesday, October 2, 2019 5:12 PM

To: CLTCapacityEA

Subject: Why a public meeting?

Are we living in the 1970's? Why is there a public meeting being held when there is a public meeting space that is open every day (ie. The Internet).

Charlotte Douglas international airport is obviously operating Unconstitutionally violating the 5th amendment's takings clause using private land for public operation with no just compensation. How is a public meeting going to change anything?

Sincerely, Noel Baker

From: David <veribloom2@yahoo.com>
Sent: Tuesday, October 1, 2019 2:14 PM

To: CLTCapacityEA

Subject: CLT New Fourth Parallel Runway

Hi,

I was looking at the proposed 4^{th} runway and general capacity expansion of the airport. I have three questions

- 1. What's being done to coordinate with the state and Mecklenburg county to address the capacity of the roads leading to the airport. Especially HWY 160 that comes from south Carolina and leads directly to the southern end of the airport. Currently in some places this road is only two lanes
- 2. The planned location of the 4th runway removes the current airport overlook park. Will there be a replacement planned? My kids and grandkids have all visited the overlook many times, it would be great if the overlook can be rebuilt and easily assessible.
- 3. Noise suppression for airplanes taking off to the north. I live a mile from south Carolina on HWY 160 and our glasses vibrate in the cabnets, I can see this getting worse with an additional runway, will there be sound barriers added to the airport parameter?

Thanks

David J Bloom 13218 Mallard Landing Rd Charlotte NC 28278

Sent from Mail for Windows 10

From: Jeffrey Williams <jetamije@aol.com>
Sent: Friday, October 4, 2019 8:56 AM

To: CLTCapacityEA **Subject:** Airplane noise

We have lived in our house at 4410 Freedom Drive since 1990 and we have been told that we are not in the Flight Path and do not qualify for any type of insulation or better windows to help prevent the noise and even at certain times when they are flying low enough to cause some things in house to even shake but we have always been told we are too far from I-85 to qualify. Is there anything that can be done?

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

From: sknox_5@carolina.rr.com

Sent: Saturday, October 5, 2019 12:47 PM

To: CLTCapacityEA

Subject: Charlotte Douglas International Airport

To Whom It May Concern:

We are Charlotte residents that live within a 2 mile radius of the CLT Airport and are having enough noise from the airport traffic scheduled flights.

Please know that we have concerns for the expansion of the runway, but cannot attend the Public Meeting as we have to work.

Please advise of any preparations to address the already problem of the difficult flight schedule.

Sincerely,

The Knox Family

1815 Toddville Rd

Charlotte NC 28214

704-391-9828

From: Mary Hutchison <mmh1126@att.net>
Sent: Saturday, October 5, 2019 1:01 PM

To: CLTCapacityEA Subject: CLT Public Meeting

My name is Mary M. Hutchison and I own my home on 8325 Douglas Dr., Charlotte, 28217. I am unable to attend the CLT public meeting because I am blind and in a wheelchair. I have heard that CLT plans to buy the land in my area within the next five years. I would greatly appreciate any information you could give me regarding upcoming CLT land acquisitions. If this information is not in your purview, I would appreciate your directing me to the agency that would be able to give me this information. Thank you for your time and attention.

From: robert <ssigmaguru@hotmail.com>
Sent: Monday, October 14, 2019 9:58 AM

To: CLTCapacityEA

Cc: Natalie.Rutzell@wellsfargo.com; nomellininc@outlook.com; cmcguirt@bellsouth.net;

MCQuietSkiesCoalition; Mayfield, LaWana

Subject: My Comment Card -- Public Meetings for Charlotte Douglas International Airport (CLT)

Environmental Assessment

Hello. Being a Taxpayer in this city, I am VERY CONCERNED that quality of life will be SEVERELY IMPACTED by such reckless greed.

Currently FAA NextGen results in an unfair theft of resident taxpayer's need for peace and quiet.

- I live about six miles due south of the airport in Steele Creek neighborhood of "The Crossings" in zip code 28273.
- "The Crossings" is a ethnically, racially, culturally diverse, and most importantly it is a vital neighborhood. With a NextGen waypoint (arbitrarily positioned) right above our heads, southbound aircraft takeoffs degrade our quality of lives.
- To make matters worse turning of aircraft towards the west-southwest into a "canyon like" shape of local landscape topography amplifies sound -- like an amphitheater.
- So my neighbors and I hear the planes as they approach (screech owl Airbus and Boeing aircraft are perhaps the worst) typically max-loaded with packages and passengers. Then aircraft turn into the amphitheater and howl for long (90-120 seconds).
- One after the other in a almost constant daisy chain of back to back takeoffs during each "bank" consisting of literally hundreds of planes. Imagine that number doubling with this proposed increase in capacity???
- When one polluter is finally out of earshot, here comes the next polluter approaching.
- At issue is ATC or Pilot, Airline, or whomever decided on takeoff protocol.
 - It seems to me that the aircraft are not ascending as much as increasing in velocity. This poorly designed method causes aircraft to stay at low altitudes over a concentrated rail above our homes.
- Landings are not as disruptive, but we still get an earful during southbound arrival patterns. It's one after the other, and again the noise grates on us innocent albeit dis-empowered taxpayers.
- I have to concentrate to do my job and this repetitive unreasonable noise from FAA Nextgen makes it difficult to think properly which ultimately affects my ability to hand over more tax money which you are clearly addicted to.
- We don't have an opioid addiction crisis in Charlotte, we have a Governmental Greed and FAA Stupidity Crisis.
- 1. Shame on you and the FAA for not designing a better solution for resident taxpayers.
- 2. Shame on the Charlotte ACR for not moving the needle after almost three years of hammering on the brick wall of resistance from FAA CLT staff ATC and the airlines themselves.
- 3. Shame on Charlotte City Council and Congresswoman Alma Adams for not making change outside of screwing over the taxpayers who desire a peaceful respite from the daily grind of making money to feed your addiction in the first place.

From: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Sent: Tuesday, October 1, 2019 12:51 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Upcoming Public Meetings for Charlotte Douglas International Airport (CLT) Environmental Assessment

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- MAIL

Sarah Potter 4445 Lake Forest Dr, Suite 700 Cincinnati, OH 45242

For additional information about the EA, please visit the project website:

https://www.airportprojects.net/clt-capacity-ea/

From: Loren Schofield <loren.schofield@gmail.com>

Sent: Tuesday, October 22, 2019 11:50 AM

To: CLTCapacityEA Subject: CLT EA Comment

I support the construction of a 4th runway (10,000') which will require re-routing a portion of West Blvd, but I strongly prefer the **Alternative 1** (Byrum Drive-Piney Top Drive) option in that regard.

I've been told that this street modification would be "in kind" and I am hoping that means **4-lane construction** along the entirety of alternative route.

I have registered to receive future EA updates and look forward to learning more about the proposed action(s) as the process moves forward.

Sincerely, Loren



Loren Schofield 7425 Hamilton Bridge Rd. Charlotte, NC 28278 609.605.0849

ref: https://www.airportprojects.net/CLT-Capacity-EA/

From: Todd Douglass <todd2lake@gmail.com>
Sent: Tuesday, October 22, 2019 3:12 PM

To: CLTCapacityEA

Subject: Public comments submission and notifications

Ms. Potter,

The public meetings related to this EA process are inadequate in quantity and do not address the areas impacted by the proposed project. How do I as a citizen who will be negatively affected by this proposed project voice my concerns if I am unable to attend the remaining scheduled public meeting? If there is a response form please forward it to me. Lastly I would like to receive notifications of the process.

Regards,

Todd Douglass

From: Kelly P <uncjkp@gmail.com>

Sent: Thursday, October 24, 2019 7:07 PM

To: CLTCapacityEA Subject: EA Feedback

Good evening,

I am unable to attend tonight so am sending feedback based on both EIS meetings and the https://www.airportprojects.net/clt-capacity-ea/ website. I did already give feedback during the EIS process over a year ago.

My name is Kelly Pledger and I live in the Mountain Island community in NW Charlotte. My home is about 9 miles NNW of the airport. At the EIS public meetings, our area was not even on the impact maps displayed, however, CLT air traffic noise has been and is a growing issue for our community.

My family has lived in our home for over 20 years and we have noted airplane noise steadily increase during that time. Knowing there are many living in other cities that have multiple connections or higher ticket rates - and having a husband that travels for work - we know there is value that a hub airport can have on the community. However, living under landing paths (that were not there and/or as full of traffic when we moved in), even 9 miles from the airport, I also see that the increased activity of an airport hub, without the appropriate restrictions on airplane activity can have a negative impact on that very same community.

Referencing the FAA report dated July 2017 that addresses noise concerns in San Francisco and surrounding counties, there is precedent to aircraft/airports being asked to make accommodations to lessen the impact to surrounding communities. These include, but are not limited to, altitude restrictions, "nighttime" or hour restrictions, and route or flight path adjustments. My request is that these accommodations be put in place and enforced to allow air traffic to proceed, but at a lesser impact to surrounding communities.

Suggestions in the San Francisco FAA report for altitude mention 8000 feet. While I do not have an altimeter or way to measure above my home, I can determine the color and shape of overhead planes and am certain that, even 9 miles from the airport, many aircraft are lower than this level.

Suggestions also include hours of impact. There is little worse than being awoken from a dead sleep by a steady stream of airplane noise overhead. Currently, noise on Sunday mornings starts around 5am - this is obviously earlier than any regulated window of impact would allow.

Finally, my house is less than one mile from a large thoroughfare (Highway 16) that leads toward the airport, connecting at I-485 and flowing directly to the runways. Why are flight paths not directed to follow roadway routes instead of flying directly over resident roofs in neighborhoods next door?

I understand these improvements are approved by the city, and I am not here to say "don't do this" at all, but to constructively suggest that there are ways that adjustments can be made or regulations put in place to ensure that the airport impact on surrounding communities is a more positive one.

However, if the lack of restrictions or enforcement currently in place (residents from across town in Southpark attended West Charlotte EIS meetings in April 2018 reporting that assurances made to them about noise pollution were not followed) are not adjusted as part of this proposed increase, then my response would change to state that the environmental impact on our area is already compromised and should not be further compromised by anything like a new runway that would further increase air traffic and noise.

It is my understanding that the change from an EIS to an EA means that the impact is not "major" and requires a different protocol, but I also have been told that shortening the runway itself (which led to this change) could lead to longer ascent times for larger planes, again, adding to the noise below due to longer distances at lower altitudes.

I look forward to the continued updates throughout this process and the specific recommendations from FAA and the City of Charlotte in the draft EA that can reflect consideration of not only the financial impact, but also the environmental impacts and how they can be mitigated to best serve the surrounding communities.

Sincerely, Kelly Pledger

From: Richard Benson <rlbenson58@gmail.com>
Sent: Saturday, October 26, 2019 6:58 PM

To: CLTCapacityEA

Subject: Comments regarding Charlotte airport expansion

Dear Ms. Potter,

My concerns with the airport expansion is that problems with noise and broadcast television signals will become even worse than they are presently and will impact the value of my home. Television broadcast signals are interrupted when air traffic flies over my home which is on the flight path for the 18R runway. I have tried different types/ brands of antennae and changed locations of the antennae to try to alleviate the interference. This has been unsuccessful and continues to be a great annoyance to me and others in my neighborhood.

Noise is an issue and will become more so with the projection of an increase in air traffic to Charlotte. Runway 18R is over utilized considering there are two other runways which do not see the same volume of traffic. Why would we support additional runways when the current runways could be run more effectively to manage noise issues?

I eagerly await the results of the impact studies which are underway with special interest in the noise and air traffic issues. A furtherance in noise issues will impact the value of my property negatively and the economic factor on citizens along the flight paths merit a focused attention and consideration in mediating a solution.

I have no interest in being a citizen roadblock for progress for the Charlotte airport but do not believe I should have my quality of life negatively impacted by this decision to expand the airport.

I would welcome an opportunity to discuss these issues or provide more information if requested.

Sincerely, Richard L. Benson 806 Pine Forest Road Charlotte, NC. 28214

Richard L. Benson

From: Bobby Dovicsak <robertd3@gmail.com>
Sent: Sunday, October 27, 2019 2:51 PM

To: Sunday, October 27, 2
CLTCapacityEA

Subject: Comments Regarding CLT EA

Hello,

I wanted to include my comments to the current CLT Environmental Assessment being conducted.

I am a Charlotte city resident, who currently lives near the airport, and I frequently have planes flying over my house. The recent implementation of FAA NextGen departure paths have also changed some of those noise impacts, as flights now take off at more angles throughout the day, spreading out the noise. However, I do not find the current amount of noise excessive. When I built my house here 2 years ago, the airport and all 3 18/36 parallel runways existed. I knew this and I still built here. I get frustrated when I hear other residents complaining about aircraft noise, because the runways and airport were here well before my entire neighborhood was built.

I am in full support of the new runway as proposed, and should the 12,000 foot option ever return, I would also support that. The CLT Airport provides incredible economic advantages to our city that we would not otherwise have, and I support its continued expansion and growth. I view the new runway as a better option to spread noise more. Instead of all flights landing on 3 runways, we will now have 4. This should allow the FAA to provide new paths for departures and approaches, that would mean less planes flying over each individual house surrounding the airport. I encourage the City of Charlotte, the Aviation Department, and the FAA, to continue moving forward on the construction of this new runway.

Thank you,

Robert Dovicsak III 6018 Eleanor Rigby Rd Charlotte, NC 28278 704-964-4444

From: Greg Boggs <gwboggs@gmail.com>
Sent: Friday, November 1, 2019 9:56 AM

To: CLTCapacityEA

Subject: Charlotte Airport - Public comment form - Charlotte, NC

Attachments: CLT-Airport.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.

Please find attached my comment form.

Thank you for all of your involvement with the public meeting in Charlotte, NC.

Greg Boggs



Welcome to the Charlotte Douglas International Airport Capacity Enhancements Environmental Assessment public meeting. The City of Charlotte (Airport Sponsor) is preparing an Environmental Assessment (EA) to evaluate the potential impacts of the Proposed Action at Charlotte Douglas International Airport (CLT). The City of Charlotte is committed to a complete, open, and effective public participation process in the development of

Please clearly print your contact information and your comment in the space provided. Please either drop this form off tonight in a comment box or mail this form to the contact and address provided on the back of the form, postmarked by November 22, 2019.

You can also submit your comments via email

· CLTC	
at CLTCapacityEA@landrum-brown.com.	
Before including your name, address, telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.	
CONTACT INFORMATION (OPTIONAL)	
Irly Boggs	
600 Prays Creek Land	
ADDRESS AC NC	
CITY 28211/	
STATE , ZIP CODE	
awboaas a amail com	
ENVAIL	7 A
WOULD YOU LIKE TO BE ADDED TO THE CLT EA	
DISTRIBUTION LIST? NO	
INO	
ADDITIONAL PAGE INCLUDED?	
YES NO	

From: robert <ssigmaguru@hotmail.com>
Sent: Monday, November 11, 2019 7:11 AM

To: CLTCapacityEA

Subject: Re: My Comment Card -- Public Meetings for Charlotte Douglas International Airport (CLT)

Environmental Assessment

"all comments received will be considered in the EA". How will my comment make any difference? Can you point me to any example of a resident comment made any difference to any previous EA or the ultimate decision in the past?

Thanks

From: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Sent: Wednesday, November 6, 2019 9:43 AM

To: robert <ssigmaguru@hotmail.com>

Subject: RE: My Comment Card -- Public Meetings for Charlotte Douglas International Airport (CLT) Environmental

Assessment

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. Your comment, and all comments received, will be considered in the EA.

From: robert <ssigmaguru@hotmail.com> Sent: Monday, October 14, 2019 9:58 AM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Cc: Natalie.Rutzell@wellsfargo.com; nomellininc@outlook.com; cmcguirt@bellsouth.net; MCQuietSkiesCoalition

<mcquietskiescoalition@gmail.com>; Mayfield, LaWana <lmayfield@ci.charlotte.nc.us>

Subject: My Comment Card -- Public Meetings for Charlotte Douglas International Airport (CLT) Environmental

Assessment

Hello. Being a Taxpayer in this city, I am VERY CONCERNED that quality of life will be SEVERELY IMPACTED by such reckless greed.

- Currently FAA NextGen results in an unfair theft of resident taxpayer's need for peace and quiet.
 - I live about six miles due south of the airport in Steele Creek neighborhood of "The Crossings" in zip code 28273.
 - "The Crossings" is a ethnically, racially, culturally diverse, and most importantly it is a vital neighborhood. With a NextGen waypoint (arbitrarily positioned) right above our heads, southbound aircraft takeoffs degrade our quality of lives.
 - To make matters worse turning of aircraft towards the west-southwest into a "canyon like" shape of local landscape topography amplifies sound -- like an amphitheater.

- So my neighbors and I hear the planes as they approach (screech owl Airbus and Boeing aircraft are perhaps the worst) typically max-loaded with packages and passengers. Then aircraft turn into the amphitheater and howl for long (90-120 seconds).
- One after the other in a almost constant daisy chain of back to back takeoffs during each "bank" consisting of literally hundreds of planes. Imagine that number doubling with this proposed increase in capacity???
- When one polluter is finally out of earshot, here comes the next polluter approaching.
- At issue is ATC or Pilot, Airline, or whomever decided on takeoff protocol.
 - It seems to me that the aircraft are not ascending as much as increasing in velocity. This poorly designed method causes aircraft to stay at low altitudes over a concentrated rail above our homes.
- Landings are not as disruptive, but we still get an earful during southbound arrival patterns. It's one after the other, and again the noise grates on us innocent albeit dis-empowered taxpayers.
- I have to concentrate to do my job and this repetitive unreasonable noise from FAA Nextgen makes it difficult to think properly which ultimately affects my ability to hand over more tax money which you are clearly addicted to.
- We don't have an opioid addiction crisis in Charlotte, we have a Governmental Greed and FAA Stupidity Crisis.
- 1. Shame on you and the FAA for not designing a better solution for resident taxpayers.
- 2. Shame on the Charlotte ACR for not moving the needle after almost three years of hammering on the brick wall of resistance from FAA CLT staff ATC and the airlines themselves.
- 3. Shame on Charlotte City Council and Congresswoman Alma Adams for not making change outside of screwing over the taxpayers who desire a peaceful respite from the daily grind of making money to feed your addiction in the first place.

From: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Sent: Tuesday, October 1, 2019 12:51 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com >

Subject: Upcoming Public Meetings for Charlotte Douglas International Airport (CLT) Environmental Assessment

Hello,

The City of Charlotte (Airport Sponsor) invites you to attend a Public Meeting for the Charlotte Douglas International Airport (CLT) Environmental Assessment (EA). The Airport Sponsor will host public meetings for the EA for CLT's proposed airfield and terminal capacity enhancement project. The meetings will help residents learn about the conversion from the Environmental Impact Statement (EIS) process to the EA process.

The CLT EIS that the Federal Aviation Administration (FAA) began for the Proposed Action was cancelled on February 27, 2019. The FAA cancelled the EIS because a runway length analysis determined only a 10,000-foot runway is required to meet the purpose and need for the project. The FAA determined that this was a sufficient change to one of the proposed capacity enhancements to warrant cancellation of the EIS and conversion to an EA. The Airport Sponsor will now comply with the National Environmental Policy Act (NEPA) by preparing an EA. Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action. The Airport Sponsor expects to complete the EA in 2020. The Airport Sponsor will prepare the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance.

All interested parties are welcome and encouraged to attend the public meetings. For both public meetings, the format will include an open house workshop where residents can view displays and speak with project team members. The meetings will be open-house style and **no formal presentations are planned—stop in anytime**. Attendees may submit a comment card at the meeting or via email to CLTCapacityEA@landrum-brown.com. The comment period is open until **November 22, 2019**. The EA will also take into consideration all comments obtained during the public scoping meetings held during the EIS process.

Spanish and Mandarin translation services will be available at the meeting. If you require special assistance at the meeting, such as sign language interpretation or translation services other than Spanish and Mandarin, please send an email to CLTCapacityEA@landrum-brown.com by October 11, 2019.

Please mark your calendar and attend—choose the meeting that best suits your schedule.

Monday, October 21, 2019 from 6 p.m. to 8 p.m.

Embassy Suites (main entrance) 4800 S. Tryon Street Charlotte, NC 28217

Thursday, October 24, 2019 from 6 p.m. to 8 p.m.

Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208

Can't make the meeting?

Please submit your comments by November 22, 2019 using one of these methods:

- EMAIL CLTCapacityEA@landrum-brown.com
- MAIL
 Sarah Potter
 4445 Lake Forest Dr, Suite 700
 Cincinnati, OH 45242

For additional information about the EA, please visit the project website:

https://www.airportprojects.net/clt-capacity-ea/

From: Bob Horak <bob.horak@yahoo.com>
Sent: Wednesday, November 20, 2019 12:00 PM

To: CLTCapacityEA

Subject: Feedback - CLT Environmental Assessment (EA)

Attachments: Feedback _Robert Horak_CLT Environmental Assessment - 10-21-2019.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.

Sirs / Madam,

Below is my feedback regarding the meeting I attended at the Embassy Suites on Oct 21 2019. I am providing my feedback here below as text, as well as attaching same as a PDF.

Thank you for allowing my input to be considered. Robert E. Horak 14225 Canvasback Dr. Charlotte NC 28273 704-507-2235

11/20/19

I have lived in the Steele Creek area for some 30+ years. The reason for my writing is to express my serious concern of how the never-ending air traffic noise has essentially devastated the area where I live. While there has always been flight paths that came over Steele Creek, it seems that this past year the noise from aircraft has Exponentially Increased such that it is now fair to state the problem has reached a level of Audible Mental Abuse to myself and other residents who by default have become Victims to the 'rails' used by incoming and departing air traffic. Let me expand on this with the following...

Taking my backyard as a vantage point, there appear to be up to 3 lanes that converge ultimately before planes land at CLT airport. My point is that for some reason, the other 2 lanes (more easterly in direction) seem to have FAR fewer flights, and that begs the simple question of WHY. Specifically these 2 other flight rails would be more beneficial inasmuch as they would by default take more flights over 'commercial' areas as opposed to having the MAJORITY of flight impact the residential communities of Steele Creek. At times I can attest that flights pass over my home in a little as 55 seconds apart, and the norm is 1min, 20 sec, and this, at times, continues for hours upon hours. More recently, the flights seem to have begun earlier and earlier in the morning, and there are days when it has started at 5am, occasionally as early as 3am. Here again, as I gaze out my windows, there seems FEW if ANY flights using the other 2 'lanes'.

These '2 lanes' can be verbally described as utilizing the (vertical) easterly airspace over South Point Business Park, and the airspace over Carowinds Amusement park. So I ask for an explanation as to WHY this is?

And 'going forward' - the City is proposing a THIRD airport runway. How in any way, shape or form will this HELP or improve the above situation?

I did attend the meeting on (Oct 21 2019) at Embassy Suites, and truthfully I was terribly disappointed as to what was shared / stated about the TRUE needs for a 3rd runway.

It also was clear no staff person at this meeting could or would talk about the impending impact of NOISE. Seems the entire topic of NOISE has been conveniently corralled and placed inside of a SILO...that which is easier to ignore and 'keep the focus' on the 'wonderful progressively expanding airport' project(s).

Consider this: Let's ask the people LIVING here, those underneath the planes, - the victims - those impacted directly, their property values, and their Quality of Life being negatively impacted by living under multiple flight paths, while the planes fly seemingly lower and lower all the time.

While I know the world is focused on increased efficiency, it seems the City of Charlotte has turned a blind eye to the IMPACT on its residents....the ones that pay taxes and yet are being DENIED the ability to have a reasonable peaceful place to call home...that where the noise has stripped the ability to sit outside, have an outdoor meal, talk with guests, or just enjoy a moment of PEACE.

Let me make a comparison - we all know the level of increased vehicle traffic has blossomed in past years. Well, imagine those additional cars being PLANES, planes traveling overhead, the constant drone of engines, the never-ending fact of seeing my home value decline - due to airport noise, etc. Look back at how the City of Charlotte was sued for \$1.5 million because of airport noise - (WSOCTV - Nov 14th 2018). Perhaps the City sees this payout as a 'cheap price to pay', and begs the question, - So this is now the 'best practice' mentality we citizens can expect of our city government?

It's sad, very sad, how Charlotte has and continues to search for its elusive identity in the world today.

If you now add to this the fact that those who recently retired - such as me - I am now presented with the CRUEL and UNREASONABLE fact that I cannot simply sit outdoors and enjoy some QUALITY OF LIFE.

That simple expectation has been stripped by the AUDIBLE MENTAL ABUSE generated by the plane noise, all created by overhead 'rail' efficiency charts from the FAA, the airlines themselves, the city of Charlotte, and the airport profit driven governing boards, etc. Oversight seems to be dissolved and replaced with deliberate steering under the cloak of efficiency.

I'll stop just short of terming this noise matter as raping its citizens of what could / should be considered a basic humans right! But business chooses to make decisions based on dollars, and to that extent, greed. Sad - and our children will have it worse than we do! Even sadder....

Consider the world issues of carbon footprint, energy, temperature increases, etc. - How does the deliberate increase in plane traffic (at the most fundamental level) do ANYTHING positive to its part to IMPROVING these world-wide concerns?

Progress clearly seems to be in direct opposition to QUALITY of LIFE.

Another point worth expressing is that this is NOT about ME. Do some research - look around, drive 25 miles away from my home and you'll see another disturbing trends of planes and the NOISE they inherently bring. Case in point, I have a few friends that live in Sun City - that's over in Indian Land. Quite a distance southeast from Charlotte. Residents there can accurately claim that this year specifically - 2019 - more flights have been coming overhead, and I personally have witnessed some flights that were SO LOW, they rivaled the plane altitudes up at my home. This reality underscores the airport / industries total disregard for anyone, anywhere, anytime, as these Efficiency changes impact thousands of persons, while only increasing the profits of the airlines, and the airports, which are self-defined as being a Wonderful asset to all.

Another point, anyone whose been around the block can tell you that these current flight paths are deliberately designed to have planes fly LOWER in altitude, and stretch the 'downwind / base / final approaches further out from the airport such that more planes can be put into 'cue'. I get it. Back in the day - pilots actually had more hands on time - meaning the plane had a descent approach that kept planes higher up in the pattern, with LESS IMPACT to the 'people below'.

But nowadays – as a passenger - you can't even detect a planes descent, because it starts 100+ miles out, at a glide slope angle SO shallow, even a baby won't have their ears feel a thing.

Wow, how far we have come...or NOT? Quantity over QUALITY strikes again.

Think about this as you attempt to have a family cookout, but change your plans to 'go out and eat' cause the plane noise on your deck makes BASIC conversation an EFFORT.

WHOM has the right to negatively IMPACT and ADVERSLY affect the people caught in the sights of 'economical flight paths, and better profits?

BTW - I have already replaced every window in my home, and also added another 11 inches of insulation in my attic, and yet at times I still need to run a fan inside my home in my attempt to enjoy the home, much less have a cup of coffee while I read the news outside in peace.

I will close by asking anyone at the CLT airport level, FAA representative, City of Charlotte board or planning dept. persons to come to my home...better yet I'll host you for a week, 24 hrs. a day - such that you too can get a first-hand experience as to what it's like to live in my surrounding neighborhood and better appreciate why I use the term Audible Mental Abuse.

Finest Regards,

Bob Horak 14225 Canvasback Drive Charlotte NC 28273 704-507-2235

Gaby Elizondo

From: Todd Douglass <todd2lake@gmail.com>
Sent: Thursday, November 21, 2019 10:12 PM

To: CLTCapacityEA

Subject: CLT Environmental Assessment Process

I fervently oppose the proposed expansion of Charlotte Douglas International Airport(CDIA) for the reasons stated below:

1. CDIA as a hub has surpassed saturation point as an airport. The reasoning behind this statement is the combination of airport operations and its relationship with the below listed items have changed the airport from an asset to a liability. Current airport operations neglect to address the negative impact it has on its area of operations. The operational impacts currently reach out up to a 30 mile radius with for example, arrival and departure noise negative impact. These negative impacts at great distances from CDIA impart a feeling these areas were minimal miles from the airport. CDIA's intent to expand airport operations in an effort to address future needs is not a viable option. What is viable is for CDIA to address it's current operation's negative impacts on the population. This may mean CDIA redefines itself more as an origination/destination airport using it's current footprint and facilities. Operating at its current capacity will allow efforts to resolve operation issues and by not intensifying its negative environmental and human condition impact.

The items listed below are items from the EA which are to be addressed and additional reasons the expansion should not be approved. Brief and non definitive responses accompany each item and should be noted.

Environmental Resource Categories

Air Quality

Negative impact to the environment and especially human health from air pollution due to air and ground airport operations.

- Biological Resources
- Climate

Increased air - ground airport operations individually(ie CDIA) and cumulatively contribute to Climate Change • Coastal Resources • Department of Transportation Act, Section 4(f) • Farmlands

More rural/agrarian areas are impacted as airport operations expand to address increased air traffic. These areas are part of the network which feeds our country • Hazardous Materials, Solid Waste, and Pollution Prevention

Current airport operations fly over and close proximity of McQuire Nuclear Station. Increase operations increase the opportunity of a catastrophic incident related to this site.

- Historical, Archeological, and Cultural Resources
- Many historical sites such as Latta Plantation are affected negatively by airport operations.
- Land Use
- Natural Resources and Energy Supply

The carbon footprint of airport operations is far reaching.

- Noise and Noise-Compatible Land Use
- Airport operations have circumvented normal zoning and land use protocol which the general population has to adhere to.
- Socioeconomics, Environmental Justice, and Children's Health and Safety Risks
 It is documented that airport operations have a negative mental health affect on exposed populations.
- Visual Effects

Airplanes from CDIA operations flying at low altitudes in areas not normally identified as area of operations diminish the value of these areas • Water Resources Wetlands) Floodplains) Surface Waters) Groundwater) Wild and Scenic Rivers

To all the above: Airport operations impact directly the Catawba River. This river is the primary source of drinking water for the City of Charlotte and surrounding areas. Increased airport operations increase the opportunity this major water supply could experience a catastrophic event affecting a significant number of the Charlotte region's population.

Respectfully submitted, Todd Douglass 4584 Giles Ave Sherrills Ford, NC 28673

Sent from my iPad



COMMENT FORM

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Please clearly print your contact information and your comment in the space provided. Please either drop this form off tonight in a comment box or mail this form to the contact and address provided on the back of the form, postmarked by November 22, 2019.

You can also submit your comments via email at CLTCapacityEA@landrum-brown.com.

Before including your name, address, telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

CONTACT INFORMATIO	N (OPTIONAL)
RICK BARBE	R
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15004 CANE	FIELD DR.
ADDRESS	
CHARLOTTE	
CITY	20272
NU	28273
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WOULD YOU LIKE TO BE ADDE	D TO THE CLT EA
DISTRIBUTION LIST?	
▼ YES	NO
ADDITIONAL PAGE INCLUDED	?
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D THE RUNWAY 1-19 ADDITIONS, THE
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AND THE CONCOURSE C EXPANSION
TARMAC WILL ALL RESULT IN A
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RUN OFF TO SURROUNDING STREAMS.
WILL THIS HAVE A DETRIMENTAL
EFFECT ON WILDLIFE?

- 2) THE 4TH PARALLEL RUNWAY WILL

 PRESUMEABLY INCREASE AIRCRAFT

 AND GROUND TRANSPORTATION BY

 ABOUT 330%. WILL THE AIR QUALITY

 SUFFER FROM THE INCREASED

 EMISSIONS?
 - 3) WILL NOISE AT THE AIRPORT
 PERIMETER BE INCREASED BY

 TWO AIRCRAFT TAKING OFF AT

 THE SAME TIME FROM THE PROPOSED

 RUNWAY 1-19 AND EXISTING

 RUNWAY 18C-36C, OR WILL

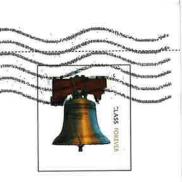
 USE OF THE ADJACENT RUNWAYS

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Rick Barber 15004 Cane Field Dr. Charlotte, NC 28273

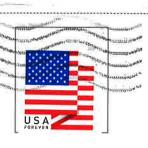
> Sarah Potter Landrum & Brown 4445 Lake Forest Drive, Suite 700 Cincinnati, OH 45242

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Sarah Potter Landrum & Brown 4445 Lake Forest Drive, Suite 700 Cincinnati, OH 45242

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CONTACT INFORMATION (OPTIONAL) TROY HARREY NAME/AFFILIATION 822 PINE FOREST RI **ADDRESS** CHARWITE CITY STATE 100 CARULINA, RSR, COM WOULD YOU LIKE TO BE ADDED TO THE CLT EA **DISTRIBUTION LIST?** YES . NO ADDITIONAL PAGE INCLUDED? NO YES

I LIVE IN THE PINE ISLAND NEIGHBURHOOD APPROXIMATELY 5 MILES DUE NORTH OF THE TARESHAWD FOR CLT CENTERLINE FOR 18R ACTUALLY BISECTS NEIGHBOIZHOOD. AGO WITH THE OPENING OF THIS THIRID PARALLEL RUNWAY. WE HAVE TET AIRLINGS FLYING DIRECTLY OVERHEAD AT APPROXIMATELY 1500 SIMPLY -SECOND INTERVALS. PHONE CALL ARE IMPOSSIBLE, HAVE BEEN CANCELED PARALLEL RUNNAY CAPAISLE HANDLING EVEN HEAVIER AIRCRAFT. I KNOW WE CAN'T STOP THIS THING BUT PLBASE DO SOMETHING TO REDUCE LANDING APPROACH NOISE, e.g., CONTINUOUS DESCENT APPROACHES. AND PLEASE STREAD THE ANINGS OUT MORE, , THERES NO REASON TRYUNE MUST USE 18R TO LAND.

CHARLITTE WC 282

IS NOW 2019 PW 2.1

Love

RICHARD PHAM

6532 WAR EAGLE LN.

CHARLOTTE, NC 28214

Sarah Potter Landrum & Brown 4445 Lake Forest Drive, Suite 700 Cincinnati, OH 45242

45242-373375

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COMMENT FORM

Welcome to the Charlotte Douglas International Airport Capacity Enhancements Environmental Assessment public meeting. The City of Charlotte (Airport Sponsor) is preparing an Environmental Assessment (EA) to evaluate the potential impacts of the Proposed Action at Charlotte Douglas International Airport (CLT). The City of Charlotte is committed to a complete, open, and effective public participation process in the development of this EA.

Please clearly print your contact information and your comment in the space provided. Please either drop this form off tonight in a comment box or mail this form to the contact and address provided on the back of the form, postmarked by November 22, 2019.

You can also submit your comments via email at CLTCapacityEA@landrum-brown.com.

Before including your name, address, telephone number, email or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

CONTACT INFORMATION (OPTIONAL)	
RICHARD PHAM NAME/AFFILIATION	
·	
6532 WAR EAGLE LN	
ADDRESS	
CHARLOTTE	
CHARLOTTE,	
NC 28214	
STATE ZIP CODE	
DIGINAL DIGINAL DESIGNATION	
RICHARD PHAM 28214 CGMAIL	1_
EMAIL	U
WOULD YOU LIKE TO BE ADDED TO THE CLT EA	
DISTRIBUTION LIST?	
YES NO	
YES NO	
ADDITIONAL PAGE INCLUDED?	
VES	

Charlotte, Nov 17, 2019

Dear Ms. Sarah Potter,

I am a resident living within 3 miles from CLT airport. Everyone has known the negative impacts of the aircrafts fumes and jets engine sound to human health living near by, especially infants and old people.

For years, we have suffered from respiratory problems, sinuses infection, asthma, sleep apneas, insomnia, head ach etc...Beside that, our house's glass windows crack. All from the Charlotte Douglas Airport growing.

Now, Charlotte Douglas International airport has plans to build more runway and taxiways to serve up to 745,000 flights /year. Roughly over 2 thousands flights in a single day.

You can imagine how much pollution: air and sound, bombards over us days and nights.

This badly impacts to our health and property, so I strongly disagree with the Charlotte Douglas International Airport projects if CLT Airport will not give us any protection and compensation to the harms that caused by its expansion with building more runway and taxyways:

CLT airport must protect us from air and sound pollutions: -enhance our indoor air cleaner.

- -sound proof our house.
- -reinforce our glass windows
- -provides us supplement health insurance to cover respiratory and auditory problems.

Thank you.

Julitteam

EMBASSY SUITES

Environmental Assessment Virtual Presentation Posted December 3, 2020

Virtual Presentation Summary Report
Published Notices / Affidavits
Virtual Presentation
Public Comments
Response to Comments

Charlotte Douglas International Airport

Capacity Enhancements Environmental Assessment

December 3, 2020 Virtual Presentation Summary Report



Overview

The City of Charlotte's (Airport Sponsor) virtual presentation for the Capacity Enhancements Environmental Assessment (EA) at Charlotte Douglass International Airport (CLT) was made available to the public on December 3, 2020. The presentation continued the EA process for CLT's proposed terminal and airfield capacity enhancements to meet current and future demands. The presentation reviewed the EA process, identified the purpose and need of the project, and discussed alternatives developed and considered.

The public was given 30 days to review and provide comments on the presentation, through email and U.S. Postal Service mail correspondence. The virtual presentation was promoted through print ads and a social media campaign 15 days prior to being released to the public, and also during the 30-day comment period. Due to the restrictions of the COVID-19 public health emergency, there were no in-person public meetings for this presentation. The Airport Sponsor instead posted a video version of the presentation to the project website, which can be found at www.airportprojects.net/clt-capacity-ea/.



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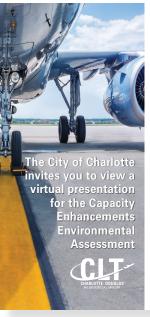


Print Media Campaign

To promote the launch of the virtual presentation on December 3, 2020, print ads were created and advertised in local Charlotte newspapers 15 days prior to the launch date. These newspapers included *The Charlotte Observer, Que Pasa Mi Gente,* and

La Noticia. The ads identified the purpose of the presentation and provided instructions on how and when the public could view it. The ads were also translated into Spanish and published in Spanish language newspapers.





Beginning December 3rd, the public is invited to visit the project website at airportprojects.net/clt-capacity-ea/ to watch the virtual presentation video.

The City of Charlotte (Airport Sponsor) will post the virtual presentation video for the Environmental Assessment (EA) for CLT's proposed airfield and terminal capacity enhancement project to the project website. The presentation will review the EA process, identify the purpose and need of the project, and discuss alternatives developed and considered. The public will then have 30 days to review and provide comments. Due to the

ongoing COVID-19 public health emergency, there will be no in-person meetings at this time.

If special accommodations, such as audio or visual assistance, are required to view the virtual presentation, or if Internet access is not available, please leave a message at 407-440-1060 by November 27, 2020.

For additional information about the EA, please visit the project website.

A partir del 3 de diciembre, se invita al público a visitar el sitio web del proyecto en airportprojects.net/clt-capacity-ea/ para ver el video de la presentación virtual.

La cituda de cirantole (patrocinadora del aeropuerto) publicará el video de la presentación virtual de la Evaluación Ambiental (EA) para el proyecto de mejora de la capacidad de la terminal y del aeródromo propuesto por CLT en el sitio web del proyecto. La presentación revisará el proceso de EA, identificará el propósito y la necesidad del proyecto y discutirá las alternativas desarrolladas y consideradas. El público tendrá entonces 30 días para revisar y proporcionar comentarios. Debido a la actual

emergencia de salud pública por COVID-19, no habrá reuniones presenciales en este momento.

Si se requieren adaptaciones especiales, como asistencia de audio o visual, para ver la presentación virtual, o si no hay acceso a Internet disponible, deje un mensaje al 407-440-1060 antes del 27 de noviembre de 2020.

Para obtener información adicional sobre la EA, visite el sitio web del proyecto.

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	AFFIC		(1)	
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La Noticia (Newspaper Name)	in	Charlotte (City)	NC (State)	460
hereby certify that the X ROP/	Preprinted Inserts	(choose one) for	(Advertiser)	
Landrum & E	Brown			
it was published in the above ne	wspaper on	11/18/2 (Run Date)	20	459-
A	-			
Signature of Person Making Affi	me in the County of			- CED
Subscribed and sworn to before NC , on this _ (State) Manu C . Bentor Notary Public Signature February 22, 2022	me in the County of O2 day of Notary	February (Month)		de de
Subscribed and sworn to before NC , on this, on this, (State) Manu & Bentor Notary Public Signature	me in the County of O2 day of Notary	February (Month)	MARIA E. BENTON NOTARY PUBLIC UNION COUNTY, NO	

PRINT MEDIA AFFIDAVITS CONTINUED

Advertising Affidavit

Customer Nº LAND17

QUE PASA LATINO COMMUNICATIOS, INC. PO. BOX 12876 WINSTON SALEM, NC 27117

Date: 11/19/20

Landrum & Brown 4445 Lake Forest Dr. Blue Ash, OH 45242



A partir del 3 de diciembre, se invita al público a visitar el sitio web del proyecto en airportprojects.net/clt-capacity-ea/ para ver el video de la presentación virtual.

La ciudad de Charlotte La ciudad de Charlotte (patrocinadora del aeropuerto) publicará el video de la presentación virtual de la Evaluación Ambiental (EA) para video de la presentación virtual de la Evaluación Ambiental (EA) para el proyecto de mejora de la capacidad de la terminal y del aeródromo propuesto por CLT en el sitio web del proyecto. La presentación revisará el proceso de EA, identificará el proposito y la necesidad del proyecto y discutirá las alternativas desarrolladas y consideradas. El público tendrá entonces 30 días para revisar y proporcionar

comentarios. Debido a la actual emergencia de salud pública por COVID-19, no habrá reuniones

PO. BOX 12876 WINSTON SALEM, NC 27117

QUE PASA
LATINO COMMUNICATIOS, INC.

Before the undersigned, a Notary Public of Forsyth County, North Carolina, duly commissioned, qualified, and authorized to make this affidavit and sworn statement, that the notice or other legal advertisement, a copy of which is attached hereto, was published in the QUE PASA Newspaper on the following dates:

11/19/2020

And that the said newspaper in which such notice, or legal advertisement was published, was a newspaper meeting all the requirements and qualifications of Section 1-597 of the General Statues of North Carolina

Publication Fee \$ 165.00

Invoice No N210548

Newspaper Reference:

Sworn to and subscribed before me, this 19 day of hr. 2000

My Commission expires: 124 3 2024

THIS IS NOT A BILL, PLEASE PAY FROM INVOICE, THANK YOU

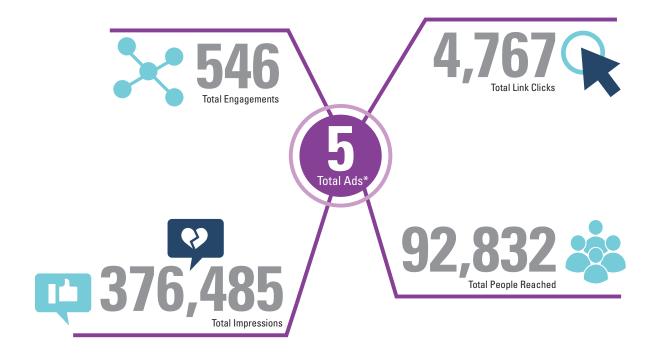
Social Media Campaign

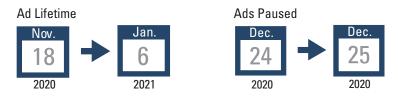
Another form of media that was used to promote the virtual presentation was social media. A social media campaign using Facebook and Instagram was launched to create awareness and provide information on the presentation.

The social media campaign used demographic and geographic targeting methods to reach the people most affected by the project. The first set of ads announced the virtual presentation

15 days prior to the launch date of December 3rd and encouraged individuals to click the "Learn More" link in the ad to visit the project website for additional information. The second set of ads ran while the presentation was "live" for 30 days and available for public comment. The purpose of the second set of ads was to inform the public that the virtual presentation was available to view and comment on.

SOCIAL MEDIA HIGHLIGHTS



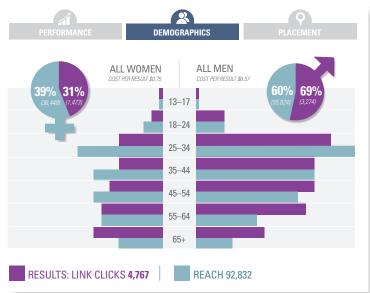


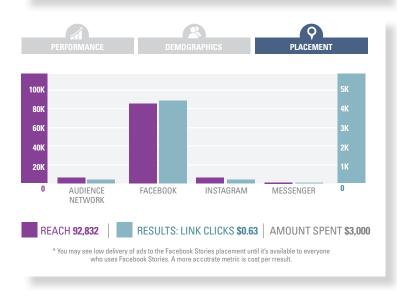
*12 placements each on Facebook In-stream video, Facebook video-feed, Facebook marketplace, Facebook stories, Instagram feed, Instagram stories, Instagram explore, Facebook search, Facebook feed, Facebook mobile, Facebook desktop, and Facebook articles)



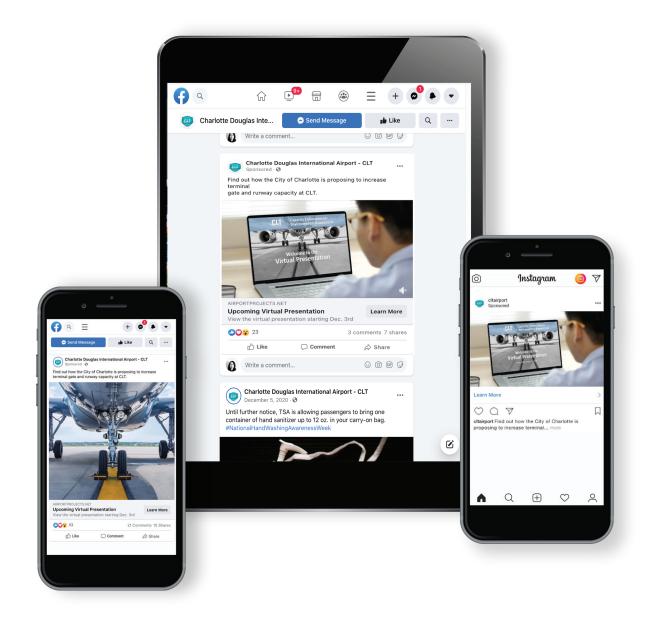
SOCIAL MEDIA ANALYTICS







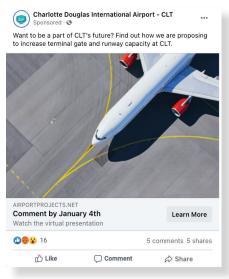
SOCIAL MEDIA ADS #1 - 2

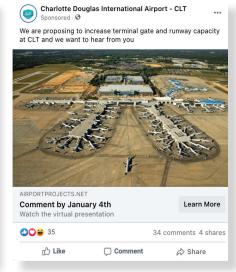


Ads 1 and 2 ran from November 18, 2020 through December 2, 2020 to promote the upcoming virtual presentation for 15 days.

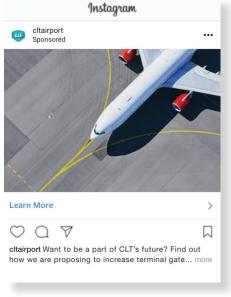
SOCIAL MEDIA ADS #3 - 5

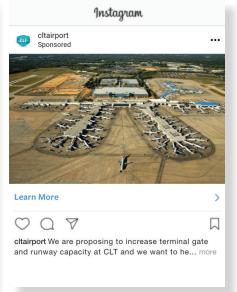






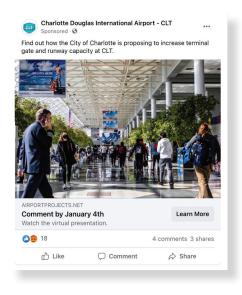






Ads 3-5 ran from December 3, 2020 through December 10, 2020 to let the public know they could now view the virtual presentation and make comments. When viewing the social media analytics for these ads, the data showed that the ads were not connecting with women as much as they were with men by a large margin. It was decided that these ads would be switched out with ones that used more relatable airport images.

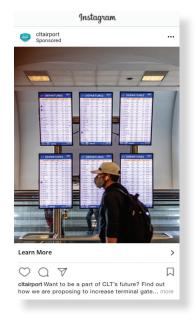
SOCIAL MEDIA ADS #6 - 8













Ads 6-8 ran from December 11, 2020 through January 4, 2021 to let the public know they could view the virtual presentation and make comments. The images used for these ads were chosen to broaden the audience appeal, based on analytics from the previous ad set.

Virtual Presentation Video

Due to COVID-19 restrictions, an in-person public meeting was not feasible and instead the content intended for public viewing was transferred to a presentation video that could be watched online.

The presentation video was posted on December 3, 2020 via *YouTube* (https://tinyurl.com/8k4898nd), and was available for the public to watch and comment on through January 4, 2021. The video was also embedded into the project website on

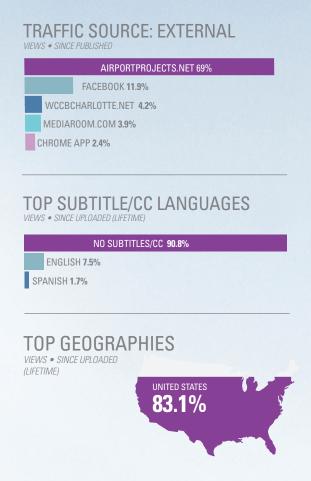
the *Public Outreach (https://tinyurl.com/2z3bwemk)* page. The presentation video reviewed the EA process, identified the purpose and need of the

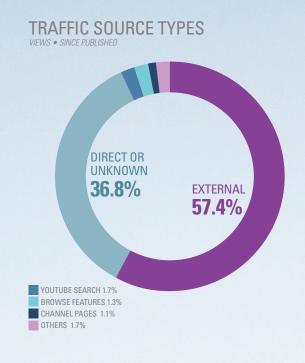
process, identified the purpose and need of the project, and discussed alternatives developed and considered. The video also gave instructions on how to submit comments on the presentation.

The video was viewed approximately 1,500 times during this period and was made available to watch with closed captions in both English and Spanish.



VIRTUAL PRESENTATION ANALYTICS





YOUTUBE DATA

1.2K
UNIQUE VIEWERS

1.5K

517IMPRESSIONS

6.8%

IMPRESSIONS CLICKTHROUGH RATE

Impressions: Total number of times your video thumbnail was shown to viewers since the video was published.

Click-through rate: Views per impressions shown. This measures how often viewers watched a video after seeing an impression.

Views: Total views since the video was published.

Unique viewers: Estimated number of people that watched content within the selected date range.



Comments

Comments were accepted through January 4, 2021 via email and U.S. Postal Service mail.

Mail:

Sarah Potter Landrum & Brown 4445 Lake Forest Drive, STE 700 Cincinnati, OH 45242

Email:

CLTCapacityEA@landrum-brown.com

COMMENT	NAME	DATE	SOURCE
I travel frequently and am constantly frustrated by the connection distance of gates in Charlotte. Even with moving walkways and no crowds it took over 20 minutes from E gates to B or A or C concourses. If I were an inexperienced flyer or disabled in any way, I would miss my connection. Is there any hope for some sort of shuttle bus or sky train in CLT's future? Walter Kurtz	Walter Kurtz	12/3/20	Email
What will the impact be on the airport observation area on the North Side. This project's new runway appears to destroy that area with no relocation? Is this correct? I feel this is a very important feature to keep at the airport. Thank You, Michael Sulewski	Michael Sulewski	12/3/20	Email



COMMENT	NAME	DATE	SOURCE
My name is Rene Berube, I am a resident of 8125 Mcalpine Drive, Charlotte, NC 28217 I live about 1 mile directly south of the airport, Mcalpine Drive is the closest residential area zoned R1 (single family residences) to the airport. In the past CLT has purchased houses in this small subdivision and demolished them so we are now a dying neighborhood. There are many vacant lots. There is no new construction happening with the exception of proposed industrial zoning certification of I3 between us and the airport. When the new parallel runway was proposed at 12,000 feet in length the airport informed us of their intention to buy out the remaining property owners under imminent domain and to relocate West Blvd to Douglas drive to provide access for non commercial commuter traffic from Billy Graham parkway to I485. We expected that to have happened this year, but the FAA changed runway 18C to 10,000 feet altering that plan. Runway 18C is being designated as a departure runway and is almost directly inline with my residence. Departing planes make more noise than arriving and I do not believe the current noise map having lived here 22 years and experiencing the noise myself over that time period. I feel that it will increase with the added capacity of another runway and we will be exposed to even more traffic but even increased noise levels due to that traffic being specifically departures. I request that the planning commission take this into consideration and consider the purchase of the residences on Mcalpine Drive under immenent domain so that the sale of our property offer us assistance in moving expenses and relocation funds where the value of our property is not properly reflected in it's evaluation as finding another residence within the city limits on a 1.5 acre lot would exceed the present evaluation.	Rene Berube	12/19/20	Email
Hi. Just a question. I work in American's Line Maintenance Hangar which appears to be covered by the "Terminal Expansion Enabling Projects". Should I start looking for another place to work, since the facility I work in is covered by light blue lines and the Heavy Maintenance hangar will no longer have any ramp space left if all of these grand plans come to fruition? Hoping for a response,	Robert Ort	11/21/20	Email
Good afternoon, Referencing the image at Charlotte Douglas International Airport EA – CLT EA (airportprojects.net), have their been any updates to the ACEP that your firm published in 2016? I ask as a curious user of all those improvements, as I fly for an airline based at CLT. Thanks, CJ LaCour, PSAMEC	CJ LaCour	11/27/20	Email

COMMENT	NAME	DATE	SOURCE
Hi Sarah, I'm the President of a small research firm called Greenwich Strategy. I see you are the point of contact for the CLT airport capital projects and I thought I'd reach out about some research we're doing on the capital project and program management services industry. We're interested in the views of municipalities and related government and infrastructure agencies/entities (utilities, transportation authorities, aviation authorities, school districts, water and wastewater plant owners/operators, etc.). Among other topics, we hope to learn more about the benefits of outsourcing capital project and program management services, the typical level of in-house capabilities associated with these functions, and the cyclicality of capital project spending. To that end, I would love to have a short 20-30 minute conversation to learn your perspectives. If there is a person at the airport you recommend speaking with that may be better suited please let us know. As a thanks for your time, I will happily share a copy of our research findings with you. Please let me know if there is a good day/time to give you a call this week. Thanks kindly, Chris P.S. Just so you're aware, we don't publish our workit is seen only by our client and those who participate in the research. Additionally, we don't quote anyone or their organizations.	Chris Fay	12/17/20	Email
Hi my name is Cameron Milliner a furloughed airline pilot from PSA airlines which operates hundreds of flights a day out of Charlotte. Also I happen to be a Charlotte native who for 24 years of my life have enjoyed flying out of the airport. In my pilot opinion the main issue with the airport is taxiways and the ability to keep traffic rolling. If you look at airports such as a Chicago O'hare or Dallas they have the airport laid out in a way that both directions planes can taxi around an airport with minimal traffic which prevents the back ups. Taxi space at the airport is at a minimum and seems to be the biggest issue. Adding a runway i think will help with air congestion but I'm not sure if it will help the traffic issues like finding a way to make efficient taxi ways. As a pilot flying out of E it is so frustrating taxing to 18C and having to stop at every terminal for traffic being pushed or something everytime. Also the terminals at Charlotte deserve to be expanded they are just way to crowded and I feel it's been that way for a long time. If you guys want more feed back i have plenty to give.	Cameron Milliner	12/18/20	Email

COMMENT	NAME	DATE	SOURCE
Hi, I am a Civil Engineer, although I do not have experience with airport projects. I have a couple points I would like to call out regarding the proposed expansion plan of CLT Airport after flying 120+ out of it over the last two years. 1) Terminal B & C Extension: The extension makes for too long of a transition to/from the HUGE E terminal from A/B. Moving walkways being added will not be helpful enough. Look up any public feedback about CLT Airport for people who do not call CLT home, and you will see 95% of it says that CLT is one of the most difficult airports to get across between flights. I'm sure some data can be provided on people missing flights disproportionately at CLT vs. other airports due to having to run from the end of E terminal to A/B. Even with Moving Walkways, it's still a haul. The only possible solutions I see feasible is adding a tram A B C D E if you are going to expand B/C. It would need to be mid terminal. If you don't expand B/C, I'm not sure of an easy solution to add more gates, but that may be a sign within itself. Maybe a separate Terminal and Drop off spot East of 36c, west of Yorkmont Road, and North Blvd. A moving walkway under the tarmac south of B/C similar to the Detroit underground walkway. That would be a significant undertaking but more feasible long term. 2) Runway Delays was listed numerous times as a source for both of the projects (runaway and terminal expansions). Parallel runways always seem to force planes to sit and wait between runways once they land because of restrictions of crossing in front of a plane that's 5 minutes from landing (a little sarcasm here). Is there another option to get a runway East West that would make getting to the gates quicker once they land? I hope this helps! Nelson Slinkard	Nelson Slinkard	12/18/20	Email

COMMENT	NAME	DATE	SOURCE
I am very concerned about the negative environmental impact that will result from the expansion project of the Charlotte Douglas airport. After viewing your presentation, the purpose and needs stated are exclusively related to increasing air traffic volume and American Airlines performance. If one assumes that this expansion will allow an approximate 33% increase to air traffic from the pre pandemic levels, then we are to expect a similar increase in noise and air pollution in the Charlotte area. I suggest you strongly consider the noise reduction and air quality needs of the residents of Charlotte. Many citizens of Charlotte are currently unhappy with levels of air traffic noise particularly since the Next Gen procedures were implemented. The elimination of runway 5/23 has also increased noise levels from freight air traffic during night hours. The Charlotte Airport Community Roundtable is investigating and has recommended process improvements to reduce noise to the FAA. I recommend that your EA study take a hard look at the impacts of noise and air pollution if this project moves forward. Current FAA metrics of 65 DNL to not truly reflect the detrimental effects of air traffic noise on the health and quality of life for residents of Charlotte. In addition, you should consider the economic impact on the value of real estate in communities affected by increasing air traffic noise. Sincerely, Kurt Wiesenberger	Kurt Wiesenberger	12/19/20	Email
Hello, I have important concerns about the expansion of Charlotte airport. Back in 2015 or 2016 the airport made major adjustments to their air traffic and notified nobody people who never saw a plane over them houses now could see up to 300 to 400 planes over the house a day. there was no communication to the community and the affected area. I don't want to see Charlotte airport do what they did to the citizens back in 2015 16 with the changes in airflow. Also I believe the expansion of the airport is a very bad financial decision based on what we've learned from the pandemic. People will not be traveling as much in the future and I believe the projections for 2028 and 2030 are way off. In the future citizens will want to live somewhere that has limited noise pollution and we will not be so connected to a city as we are working more from home. If Charlotte goes ahead and once again violates the citizens of Charlotte I believe you will see more people move from the city to other locations. In summary the city of Charlotte has done a horrendous job of controlling or policing or even managing the airport. It's a horrible idea to let them expand and cause more trouble for the citizens of Charlotte. Thank you, Ben Miley	Ben Miley	12/19/20	Email
Construction of a new runway 1/19 will require the current airport overlook to close. This overlook is a recreational area of local significance, every time I have been there it has been surprisingly crowded. A new overlook should be built along with the new runway. Alexandre Gauthier	Alexandre Gauthier	12/29/20	Email

COMMENT	NAME	DATE	SOURCE
I am very concerned about the proposed rerouting of west blvd. The proposed routes look to add several intersections, rather than making West a nice, continuous road. This area west of the airport near Steele Creek is growing by tens of thousands of residents annually. West Blvd is needed to support the growth of this part of the county. Losing West will cause greater congestion along Steele Creek Blvd, 485, and i85 north of the airport. Additionally, there is a great deal of truck traffic of West Blvd. Atlanta built runway bridges to go overtop of existing roads and highways. Why was this not considered for Charlotte? Additionally, I don't know if an airport expansion that caters to a company (american airlines) on the brink of bankruptcy due to their irresponsible business practices leading up to and during covid-19 is a smart move. If american collapses, our airport will lose all that connecting traffic, making this expansion unnecessary. While I hope AA gets it together, their growth projections seem pretty ballsy given their current situation.	David Hood	1/1/21	Email
Kindly accept the following comments into public record for the Charlotte Airport Environmental Assessment; 1) To address the impact of this proposal we must first acknowledge the impact of FAA's recent Metroplex implementation. Metroplex was part of the FAA's nationwide response to relieve congestion at airports, save fuel and increase safety - but sadly that initiative had many unintended consequences. Principally among them was the fact that Metroplex did not concern itself with consideration of the impacts of noise or other environmental issues on implementation. Flights arriving at Charlotte Airport that previously had randomly dispersed patterns directly from other airports at high altitudes are now being rigidly aligned and corralled into narrow tracks called "rails." Aircraft under Metroplex now follow an FAA prescribed serpentine path set at artificially low altitudes (3.9k) extending some 60 miles down range from the runways during peak congestion periods. Planes are sequentially lined up seconds apart and cruise for great distances far from the airport along the rails. This is in effect carpeting the neighborhoods below the rails with a barrage of concentrated noise and pollution from low flying aircraft. Some patterns even circle back to the direction in which they originated, wasting even more passenger time, generating excessive noise and burning more fuel. You can view real time flights at this website; https://www.flightradar24.com/ What Metroplex failed to consider in the creation of their conga line approach was the impact that low flights have by concentrating the noise and air pollution blanketing those who are unfortunate enough to live directly below the rails.	Kevin Vesely	1/3/21	Email

COMMENT	NAME	DATE	SOURCE
Holding aircraft at excessively low altitudes well before the required descent angle on arrival is principally the cause for the recent increase in excessive noise and concentrated air pollution. This is especially true for those living further from the airport's runways. FAA's Metroplex implementation at CLT similar with other airports nationwide desperately needs to improve and mitigate unintentional consequences like this and engage more openly with full transparency on those being impacted.			
The good intentions of Metroplex much like this new runway proposal is only addressing symptoms of airport congestion — but not necessarily the "root cause." Delays nationally at airports stem from too many flights being intentionally compressed into too narrow periods of a time in effort to maximize profits.			
The delays and backups at the CLT and elsewhere that necessitated Metroplex, and frustrate most travelers is a self-inflicted product of the industry itself. By concentrating booking of multiple flights densely into rush-hour periods, airlines are creating the very congestion they are now seeking to resolve.			
This proposal contains no "Operational" alternatives to limit excessive bookings at peak periods by decompressing flights into off peak shoulders. Creating "rush hours" and not addressing this flow is fueling the physical congestion in the air, and on the ground. What is the capacity of the airport throughout the entire day and during the week?			
Unlike our nation's highways with independent drivers making unmanageable random travel decisions, Airlines and the FAA are in complete control of the timing of arrivals and departures of all aircraft and also the routes taken. The airline industry and FAA determines when flights are scheduled and have complete control of that flow. By scheduling too many flights into narrow bands there is no consideration given to the ancillary congestion and being created in the air and on the roads. Allowing no room for variables like wind and weather, mechanical failures, or emergencies further compounds delays, backups in the sky on the rails, as well as when taxiing on the ground.			
Why can't CLT simply;			
a) Have airlines spread out the density of flights at peak periods further throughout the day to shoulders, lowering the overall peak congestion?			
 b) Readjust and align the taxiway system as suggested to efficiently accommodate two way traffic around the perimeter of the terminal via the land already reclaimed by the closed cross runways; 			
c) Add the new gates as planned for flexibility;			
d) Engage government officials to press the FAA to keep jets higher in the sky at MINIMUM of a nautical mile high (6k) or more from the ground unless descending at final approach? This provides adequate standoff from engines and greatly reduces the concentration of noise and air pollution for those communities in North and South Carolina living directly under those rails.			
ground unless descending at final approach? This provides adequate standoff from engines and greatly reduces the concentration of noise and air pollution for those communities in North and South			

COMMENT	NAME	DATE	SOURCE
The recent reduction of passengers due to the current business shift in air travel toward "work-from-home" under Covid 19 may negate or delay the need for any new runway all together. At the very least applying a policy to keep flights at mile high and flex schedules would reduce current noise and create better dispersion of air pollution—at no cost to anyone except those that created the current problem.			
2) Which (specific) communities have/will experience increased flight traffic with the closure of the cross runways and overall in- crease in future throughput for the remaining and new runway?			
3) How much more air pollution is expected under this proposal?			
4) How much more noise pollution is expected under this proposal?			
5) How are the items above being mitigated under with the closure of the cross runways and new runway proposal? What physical field data is/was taken to measure the current and future environmental impacts?			
6) Were all community leaders and media outlets along the Metroplex glide paths for the new runway in both North and South Carolina noti- fied directly of this proposal and the subsequent increase in air traffic, air pollution or just the officials of Charlotte itself who is sponsoring this action?			
7) What media outlets are used for public outreach for notification to ALL citizens affected and impacted by overflights from this proposal?			
8) Can you provide specifically where and how much media out- reach is provided to surrounding counties to inform citizens who are beyond the city of Charlotte and County of Mecklenburg?			
9) While the city of Charlotte (sponsor) is following mandated limitations on public events and services, implementing school closings, and disrupting businesses by limited public gatherings under Covid 19, they are also concurrently advancing this (non-essential) action expeditiously with seemingly very little genuine public notice. The input for public comments was only 30 days. I believe many citizens and public officials may not fully be aware of the long term effects of this proposal occurring under the cover of more pressing matters. The current low volume of air traffic generating less noise and pollution is also creating the perception that issues have diminished or resolved themselves. More public outreach and expansion of the comment period should be allocated so the general public is given ample opportunity to focus while not being distracted by Covid 19 and election results. The initial open public comment sessions were back in October but the video presentation below was only made available Dec 3rd, 2020 at the start of the 30 day public comment clock.			
https://www.youtube.com/watch?v=W2PM00kxsEg&feature=youtu.be			
10) The video proposal itself seems to focus solely on the physical "airport's needs" and financial impacts and very little on addressing the extended surrounding community's concerns with noise and air quality. What concerns were examined and addressed under this proposal?			

COMMENT	NAME	DATE	SOURCE
11) Have any studies been conducted to examine the environmental effects Metroplex created forming rails with excessively long approach patterns at artificially low altitudes during peak periods for arrivals to Charlotte Airport? Please explain how neighborhoods below the rails are further impacted under this new proposal and what CLT is doing for those communities?			
12) What is being done to mitigate vehicular traffic congestion on roads in and around the airport and at key intersections to accommodate the projected increase in air passenger traffic during those peak periods?			
13) How are all other support amenities being addressed and positioned to efficiently serve the increase in passenger volumes;e.g. Taxi stands, Parking Garages, Fueling facilities, De-icing stations, rental cars, hotels, ect.			
14) Where can I find all the noise/air quality studies for areas under the full 60 miles of approach rails North and South of the runways that impact my community?			
15) Are studies made from real data/measurements being taken by meters located in the field or simply by computer simulated programs making assumptions and subject to error?			
In summary, it is understood the airport, and the airlines are essential and welcome economic assets to the Charlotte metro area. The impacts from CLT under Metroplex and during this expansion must take into consideration the effect they have on the people in surrounding communities well beyond Charlotte centric, Metroplex was not implemented well around CLT and is especially detrimental to those beyond Mecklenburg County in surrounding counties like York SC, Lancaster SC Chester SC, Gaston NC, Lincoln NC, Catawba NC and Iredell NC. The increase in unnecessary noise and air pollution since Metroplex is very real. The FAA directing aircraft to maintain unnecessary low altitudes at great distances from the runways is negatively impacting the quality of life of many communities. Increasing the frequency and concentration of planes under this proposal will only make those conditions worse.			
Many citizens do not realize that alternatives are available and improvements can be made simply by having their voices heard. This proposal does not seem to have been well advertised or aggressively sought legitimate comments with broad outreach. CLT and the FAA should not depend solely on citizens forcing them to take action to address the noise and pollution generated by the existing Metroplex system and airport expansion but rather partner with those impacted to achieve actionable results. Thank you for your consideration			
Respectfully, Kevin Vesely			

COMMENT	NAME	DATE	SOURCE
Hello, They need to add a taxiway either north side of field or east side to ease congestion of spot 26-23. When departing south and traffic backup on M to takeoff and spot 27-26 for regionals to exit there is no easy way to land and go to E concourse Thank, Mark	Mark Dorsey	1/4/21	Email
Airport expansion is needed and should proceed Clt is and will remain a super profitable part of the region's economy. The bottlenecks a In gate, ramp and taxi routes must be improved or it will stagnate and investments will be sent to other airports.	Michael Wegner	1/4/21	Email
Would like to subscribe to the notifications. Thanks.	Christopher Jones	12/14/20	Email
Please include me on updates	Michael Mettler	12/16/20	Email
I would like to subscribe to request to get updates during the EA Process. Thank you. John Fargher	John Fargher	12/18/20	Email
This was the link for public information. Is this where we can ask questions? Thank You	Christopher Jones	12/18/20	Email
Please be certain that I am included on information circulation about CLT future plans. Thank you very much.	David Nichols	12/7/20	Email





A2 2450



 From:
 CLTCapacityEA

 To:
 Robert Ort

 Subject:
 RE: CLT expansion

Date: Monday, November 23, 2020 12:48:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. The American Airlines line maintenance hangar would remain in place and would not be impacted as part of the project. The exhibit referenced will be updated accordingly.

From: Robert Ort <rob.ort84@gmail.com>
Sent: Saturday, November 21, 2020 5:59 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: CLT expansion

Hi. Just a question. I work in American's Line Maintenance Hangar which appears to be covered by the "Terminal Expansion Enabling Projects". Should I start looking for another place to work, since the facility I work in is covered by light blue lines and the Heavy Maintenance hangar will no longer have any ramp space left if all of these grand plans come to fruition?

Hoping for a response,

RO

From: CLTCapacityEA

To: Lacour, CJ, PSAMEC

Subject: RE: Updates to ACEP?

Date: Friday, February 19, 2021 4:44:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport (CLT). The Airport Capacity Enhancement Program (ACEP) prepared in February 2016 has not been updated. The ACEP identified a number of deficiencies (needs) that exist at CLT. Two of which are being addressed in this EA. The first is the need for a new runway and the second is terminal and apron expansion along with taxiway improvements. The ACEP recommended a 12,000 foot new runway. However, since the publication of the ACEP, a new aviation activity forecast was prepared, and it was determined a 10,000 foot runway could accommodate the existing and forecasted aircraft at CLT. The terminal and apron expansion along with the taxiway improvements recommended in the ACEP are also being addressed in this EA.

From: Lacour, CJ, PSAMEC <CJ.Lacour@alpa.org>

Sent: Friday, November 27, 2020 2:04 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Updates to ACEP?

Good afternoon,

Referencing the image at <u>Charlotte Douglas International Airport EA – CLT EA (airportprojects.net)</u>, have their been any updates to the ACEP that your firm published in 2016? I ask as a curious user of all those improvements, as I fly for an airline based at CLT.

Thanks,

CJ LaCour PSAMEC 386.882.6005 From: <u>CLTCapacityEA</u>
To: <u>Walter Kurtz</u>

Subject: RE: Airport connecting assistance

Date: Friday, February 19, 2021 4:45:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. At this time there are no plans to add a shuttle bus or sky train. Your feedback on the walk times and distances is appreciated and will be taken into consideration.

----Original Message-----

From: Walter Kurtz <wtkurtz@gmail.com> Sent: Thursday, December 3, 2020 1:43 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Airport connecting assistance

I travel frequently and am constantly frustrated by the connection distance of gates in Charlotte. Even with moving walkways and no crowds it took over 20 minutes from E gates to B or A or C concourses. If I were an inexperienced flyer or disabled in any way, I would miss my connection. Is there any hope for some sort of shuttle bus or sky train in CLT's future?

Walter Kurtz

From: <u>CLTCapacityEA</u>
To: <u>Michael Sulewski</u>

Subject: RE: CLT EA Public Comments

Date: Friday, February 19, 2021 4:45:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. 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 along with improved amenities.

----Original Message-----

From: Michael Sulewski <ms1779@outlook.com> Sent: Thursday, December 3, 2020 11:01 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Cc: Michael Sulewski <ms1779@outlook.com>

Subject: CLT EA Public Comments

What will the impact be on the airport observation area on the North Side. This project's new runway appears to destroy that area with no relocation? Is this correct? I feel this is a very important feature to keep at the airport.

Thank You Michael Sulewski ms1779@outlook.com Charlotte Resident.

Sent from my iPhone

From: CLTCapacityEA
To: david5cents
Subject: RE: Notifications

Date: Friday, February 19, 2021 4:46:00 PM

You have been added to the notification list for the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport.

From: david5cents < david5cents@aol.com> **Sent:** Monday, December 7, 2020 11:32 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Cc: david5cents@aol.com **Subject:** Notifications

Please be certain that I am included on information circulation about CLT future plans.

Thank you very much.

david5cents@aol.com

David Nichols Charlotte NC

Sent from my Verizon, Samsung Galaxy smartphone

From: <u>CLTCapacityEA</u>
To: <u>Janet Brooks</u>

Subject: RE:

Date: Friday, February 19, 2021 4:46:00 PM

You have been added to the notification list for the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport.

From: Janet Brooks <jbrooks@ClarkNexsen.com>

Sent: Tuesday, December 8, 2020 8:11 AM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject:

Janet Brooks CPSM

Marketing Manager



100 Years | 100 Ways of Giving

The Metropolitan

1111 Metropolitan Avenue Suite 333

Charlotte, NC 28204

704.840.1348 Direct

704.377.8800 Office

jbrooks@clarknexsen.com

www.clarknexsen.com



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From: CLTCapacityEA
To: Christopher Jones
Subject: RE: EANotifications

Date: Friday, February 19, 2021 4:48:00 PM

You have been added to the notification list for the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport.

----Original Message-----

From: Christopher Jones <christopherjones327@yahoo.com>

Sent: Monday, December 14, 2020 9:02 AM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: EANotifications

Would like to subscribe to the notifications.

Thanks

Sent from my iPad

From: CLTCapacityEA
To: Michael Mettler

Subject: RE: Please include me on updates

Date: Friday, February 19, 2021 4:48:00 PM

You have been added to the notification list for the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport.

-----Original Message-----

From: Michael Mettler <mmettler92782@sbcglobal.net>

Sent: Wednesday, December 16, 2020 8:45 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Please include me on updates

Please include me on updates

Michael Mettler (714) 656-6666

From: <u>CLTCapacityEA</u>
To: <u>"Chris Fay"</u>

Subject: RE: Expertise Requested - Capital Project Management

Date: Friday, February 19, 2021 4:49:00 PM

Please contact Mark Wiebke, CLT Planning Director at mdwiebke@cltairport.com to discuss this request.

From: Chris Fay <chris.fay@greenwichstrategy.com>

Sent: Thursday, December 17, 2020 10:30 AM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com> **Subject:** Expertise Requested - Capital Project Management

Hi Sarah,

I'm the President of a small research firm called Greenwich Strategy. I see you are the point of contact for the CLT airport capital projects and I thought I'd reach out about some research we're doing on the capital project and program management services industry.

We're interested in the views of municipalities and related government and infrastructure agencies/entities (utilities, transportation authorities, aviation authorities, school districts, water and wastewater plant owners/operators, etc.). Among other topics, we hope to learn more about the benefits of outsourcing capital project and program management services, the typical level of in-house capabilities associated with these functions, and the cyclicality of capital project spending.

To that end, I would love to have a short 20-30 minute conversation to learn your perspectives. If there is a person at the airport you recommend speaking with that may be better suited please let us know. As a thanks for your time, I will happily share a copy of our research findings with you.

Please let me know if there is a good day/time to give you a call this week.

Thanks kindly, Chris

P.S. Just so you're aware, we don't publish our work--it is seen only by our client and those who participate in the research. Additionally, we don't quote anyone or their organizations.

Christopher J. Fay
President
Greenwich Strategy, LLC
123 Dyer Street, Third Floor
Providence, RI 02903
Ph: 401 621 0500, ext 226

Fax: 401 621 2500

www.greenwichstrategy.com chris.fay@greenwichstrategy.com From: CLTCapacityEA
To: John Fargher
Subject: RE: Request Uodates

Date: Friday, February 19, 2021 4:50:00 PM

You have been added to the notification list for the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport.

From: John Fargher < jfargher@espassociates.com>

Sent: Friday, December 18, 2020 3:58 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Request Uodates

I would like to subscribe to request to get updates during the EA Process.

Thank you. John Fargher

Get Outlook for Android

From: <u>CLTCapacityEA</u>
To: <u>Cameron Milliner</u>

Subject: RE: Charlotte expansion from a pilots perspective and Charlotte native

Date: Friday, February 19, 2021 4:51:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. In addition to a new runway and terminal expansion, the Proposed Action in the EA does recommend implementing dual taxiways around the east terminal complex and also dual crossfield taxiway corridors to allow aircraft to taxi across the airfield more efficiently.

From: Cameron Milliner <cmilline96@gmail.com>

Sent: Friday, December 18, 2020 8:42 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Charlotte expansion from a pilots perspective and Charlotte native

Hi my name is Cameron Milliner a furloughed airline pilot from PSA airlines which operates hundreds of flights a day out of Charlotte. Also I happen to be a Charlotte native who for 24 years of my life have enjoyed flying out of the airport. In my pilot opinion the main issue with the airport is taxiways and the ability to keep traffic rolling. If you look at airports such as a Chicago O'hare or Dallas they have the airport laid out in a way that both directions planes can taxi around an airport with minimal traffic which prevents the back ups. Taxi space at the airport is at a minimum and seems to be the biggest issue. Adding a runway i think will help with air congestion but I'm not sure if it will help the traffic issues like finding a way to make efficient taxi ways. As a pilot flying out of E it is so frustrating taxing to 18C and having to stop at every terminal for traffic being pushed or something everytime. Also the terminals at Charlotte deserve to be expanded they are just way to crowded and I feel it's been that way for a long time. If you guys want more feed back i have plenty to give.

From: <u>CLTCapacityEA</u>
To: <u>Nelson Slinkard</u>

Subject: RE: CLT Expansion Comments from Frequent Flyer

Date: Friday, February 19, 2021 4:52:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. Your feedback on the walk times and distances is appreciated and will be taken into consideration.

Additional runway capacity can be provided by adding either a parallel or crosswind runway. FAA Order 5090.5, Formulation of the NPIAS and ACIP, page 4-16, Table 4-4 states that when a new runway is needed to increase hourly capacity, a "parallel runway (is) usually preferred for efficiency." This is especially true at CLT where operations primarily occur on the three parallel 18/36 runways. A new eastwest (crosswind) runway would provide limited benefit at CLT because it would either physically intersect or have intersecting flight paths with the three parallel runways; these intersections preclude independent operations. Existing Runway 05/23, a crosswind runway that intersects Runway 18L/36R, is a good example of this. Air traffic control personnel must coordinate operations on Runway 05/23 with the parallel runways, meaning operations cannot occur simultaneously. This dependency limits the net capacity provided by Runway 05/23. Any new crosswind runway at CLT would operate similar to Runway 05/23. Given the magnitude of the projected runway delays for CLT (7.5 minutes per operation in 2028 and 9.4 minutes in 2033) and the limited capacity provided by a crosswind runway, only a new runway parallel to the three 18/36 runways would provide sufficient capacity to meet the need at CLT.

From: Nelson Slinkard < nelson.slinkard@gmail.com>

Sent: Friday, December 18, 2020 10:01 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com> **Subject:** CLT Expansion Comments from Frequent Flyer

Hi,

I am a Civil Engineer, although I do not have experience with airport projects. I have a couple points I would like to call out regarding the proposed expansion plan of CLT Airport after flying 120+ out of it over the last two years.

1) Terminal B & C Extension:

The extension makes for too long of a transition to/from the HUGE E-terminal from A/B. Moving walkways being added will not be helpful enough.

- Look up any public feedback about CLT Airport for people who do not call CLT home, and you will see 95% of it says that CLT is one of the most difficult airports to get across between flights. I'm sure some data can be provided on people missing flights disproportionately at CLT vs. other airports due to having to run from the end of E-terminal to A/B. Even with Moving Walkways, it's still a haul. The only possible solutions I see feasible is adding a tram A-B-C-D-E if you are going to expand B/C. It would need to be mid-terminal.

If you don't expand B/C, I'm not sure of an easy solution to add more gates, but that may be a sign within itself. Maybe a separate Terminal and Drop-off spot East of 36c, west of Yorkmont Road, and North Blvd. A moving walkway under the tarmac south of B/C similar to the Detroit underground walkway. That would be a significant undertaking but more feasible long term.

Delays was listed numerous times as a source for both of the projects (runaway and terminal expansions). Parallel runways always seem to force planes to sit and wait between runways once they land because of restrictions of crossing in front of a plane that's 5 minutes from landing (a little sarcasm here). Is there another option to get a runway East-West that would make getting to the gates quicker once they land?

I hope this helps!

Nelson Slinkard

--

Sent from Gmail on iPhone

From: <u>CLTCapacityEA</u>
To: <u>Kurt Wiesenberger</u>

Subject: RE: Comments on Charlotte Airport Expansion EA

Date: Friday, February 19, 2021 4:53:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. The purpose of the Proposed Action is to address insufficient runway capacity and insufficient gate capacity and ramp space to accommodate the existing and future forecasted demand at the Airport. The expansion is not to allow an increase of more traffic, as the additional air traffic is forecasted to occur at CLT with or without the proposed expansion.

Potential noise and air quality impacts due to the implementation of the alternatives identified in the virtual presentation, posted December 3, 2020, will be evaluated and presented to the public in the Draft EA currently scheduled to be released in the spring of 2021. If the analysis shows that there would be significant impacts from noise or air quality, mitigation measures would be implemented. In addition, following the EA, a Part 150 Noise Compatibility Study will be prepared by CLT to further evaluate the noise impacts on the surrounding communities. This study will analyze potential measures to mitigate nighttime noise impacts due to closure of Runway 05/23.

The EA noise analysis will follow the methodologies and significance criteria included in FAA Order 1050.1F for the assessment of aircraft noise impacts. FAA Order 1050.1F states that noise exposure contours are prepared at the 75, 70, and 65 Day-Night Average Sound Level (DNL) levels. It should be noted that numerous factors impact the value of real estate, one of which could be the proximity to an airport. Other factors including: economic conditions, interest rates, local market, condition and age of the house, and size/usable space, etc. also influence the value of real estate. As a result, it is not possible to isolate the proximity to an airport when considering the value of real estate.

From: Kurt Wiesenberger < kurtwiesenberger@att.net>

Sent: Saturday, December 19, 2020 11:19 AM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com> **Subject:** Comments on Charlotte Airport Expansion EA

I am very concerned about the negative environmental impact that will result from the expansion project of the Charlotte Douglas airport.

After viewing your presentation, the purpose and needs stated are exclusively related to increasing air traffic volume and American Airlines performance. If one assumes that this expansion will allow an approximate 33% increase to air traffic from the pre-pandemic levels, then we are to expect a similar increase in noise and air pollution in the Charlotte area. I suggest you strongly consider the noise reduction and air quality needs of the residents of Charlotte.

Many citizens of Charlotte are currently unhappy with levels of air traffic noise particularly since the Next Gen procedures were implemented. The elimination of runway 5/23 has also increased noise levels from freight air-traffic during night hours. The Charlotte Airport Community Roundtable is investigating and has recommended process improvements to reduce noise to the FAA.

I recommend that your EA study take a hard look at the impacts of noise and air pollution if this project moves forward. Current FAA metrics of 65 DNL to not truly reflect the detrimental effects of airtraffic noise on the health and quality of life for residents of Charlotte. In addition, you should consider the economic impact on the value of real estate in communities affected by increasing air traffic noise.

Sincerely, Kurt Wiesenberger 4502 Inlet Point Court Charlotte, NC 28216 From: <u>CLTCapacityEA</u>
To: <u>Ben Miley</u>

Subject: RE: Charlotte airport expansion concerns **Date:** Friday, February 19, 2021 4:54:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. The adjustments to airspace routes you refer to was completed under the Charlotte Metroplex, a separate process, that was completed by the FAA Air Traffic Division, not the Charlotte Douglas International Airport. Changes to the airspace or flight tracts made in the Metroplex will be incorporated into the noise analysis for this EA. The following website provides more information on the CLT Metroplex process. https://www.faa.gov/air_traffic/community_involvement/clt/

As stated in the virtual presentation, the magnitude of COVID-19's effect within the national aviation system is unknown at this time. The aviation industry, despite every major worldwide incident, pandemic, or recession, has consistently recovered, indicating its resilience and the underlying demand for air transportation. It is unknown how long it will take to return to pre-pandemic traffic levels and the timing of the EA projects could potentially be delayed beyond the originally anticipated opening year of 2028. CLT officials will monitor actual traffic and delays in addition to short-term forecasts to determine the most appropriate timing of the EA projects. However, due to the level of delays being experienced in 2016 (the baseline year for the EA as it is when the study began) and the fact that design and construction will take a minimum of 7 years, CLT is continuing to move forward with the EA to obtain federal approval of the proposed improvements included in the Proposed Action.

From: Ben Miley <benmiley@gmail.com>
Sent: Saturday, December 19, 2020 11:46 AM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Fwd: Charlotte airport expansion concerns

----- Forwarded message -----

From: **Ben Miley** < benmiley@gmail.com >

Date: Sat, Dec 19, 2020, 11:35 AM

Subject: Charlotte airport expansion concerns To: <<u>CLTCpacityEA@landrum-brown.com</u>>

Hello,

I have important concerns about the expansion of Charlotte airport. Back in 2015 or 2016 the airport made major adjustments to their air traffic and notified nobody people who never saw a plane over them houses now could see up to 300 to 400 planes over the house a day. there was no communication to the community and the affected area. I don't want to see Charlotte airport do what they did to the citizens back in 2015-16 with the changes in airflow. Also I believe the expansion of the airport is a very bad financial decision based on what we've learned from the

pandemic. People will not be traveling as much in the future and I believe the projections for 2028 and 2030 are way off. In the future citizens will want to live somewhere that has limited noise pollution and we will not be so connected to a city as we are working more from home. If Charlotte goes ahead and once again violates the citizens of Charlotte I believe you will see more people move from the city to other locations. In summary the city of Charlotte has done a horrendous job of controlling or policing or even managing the airport. It's a horrible idea to let them expand and cause more trouble for the citizens of Charlotte.

Thank you,

Ben Miley

From: CLTCapacityEA
To: "Alexandre Gauthier"
Subject: RE: Comment

Date: Friday, February 19, 2021 4:54:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. 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 along with improved amenities.

From: Alexandre Gauthier <alexvgau@gmail.com> Sent: Tuesday, December 29, 2020 10:17 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Comment

Construction of a new runway 1/19 will require the current airport overlook to close. This overlook is a recreational area of local significance, every time I have been there it has been surprisingly crowded. A new overlook should be built along with the new runway.

--

Alexandre Gauthier

From: <u>CLTCapacityEA</u>
To: <u>David Hood</u>

Subject: RE: Comment on clt airport expansion proposals

Date: Friday, February 19, 2021 4:55:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. The City of Charlotte Aviation Department is evaluating and coordinating with the City of Charlotte Department of Transportation (CDOT) and the North Carolina Department of Transportation (NCDOT) to ensure that the proposed West Boulevard relocation would maintain an adequate level of service upon the implementation of the Proposed Action or its alternatives. Furthermore, the Charlotte Regional Transportation Planning Organization (CRTPO) has adopted the 2045 Metropolitan Transportation Plan that identifies a new four-lane roadway, "Western Parkway," that would connect Billy Graham Parkway and Steele Creek Road (NC 160) by horizon year 2045 (https://www.crtpo.org/PDFs/MTP/2045/2045_MTP.pdf). This new roadway would increase capacity and relieve congestion on West Boulevard.

Tunneling West Boulevard was considered in the Airport Capacity Enhancement Plan prepared in 2016. In that study it was estimated tunneling West Boulevard would cost approximately \$84 million and relocating West Boulevard would only cost approximately \$6.4 million. Therefore, for economic reasons, a tunnel was eliminated from further consideration.

It should be noted that the aviation activity forecast used in the EA was approved by the Federal Aviation Administration following their guidelines not AA. In addition, as stated in the virtual presentation, the magnitude of COVID-19's effect within the national aviation system is unknown at this time. The aviation industry, despite every major worldwide incident, pandemic, or recession, has consistently recovered, indicating its resilience and the underlying demand for air transportation. It is unknown how long it will take to return to pre-pandemic traffic levels and the timing of the EA projects could potentially be delayed beyond the originally anticipated opening year of 2028. CLT officials will monitor actual traffic and delays in addition to short-term forecasts to determine the most appropriate timing of the EA projects. However, due to the level of delays being experienced in 2016 (the baseline year for the EA as it is when the study began) and the fact that design and construction will take a minimum of 7 years, CLT is continuing to move forward with the EA to obtain federal approval of the Proposed Action.

From: David Hood hoodsystemslc@gmail.com

Sent: Friday, January 1, 2021 7:30 AM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Comment on clt airport expansion proposals

I am very concerned about the proposed rerouting of west blvd. The proposed routes look to add several intersections, rather than making West a nice, continuous road. This area west of the airport near Steele Creek is growing by tens of thousands of residents annually. West Blvd is needed to support the growth of this part of the county. Losing West will cause greater congestion along Steele Creek Blvd, 485, and i85 north of the airport. Additionally, there is a great deal of truck traffic of

West Blvd.

Atlanta built runway bridges to go overtop of existing roads and highways. Why was this not considered for Charlotte?

Additionally, I don't know if an airport expansion that caters to a company (american airlines) on the brink of bankruptcy due to their irresponsible business practices leading up to and during covid-19 is a smart move. If american collapses, our airport will lose all that connecting traffic, making this expansion unnecessary. While I hope AA gets it together, their growth projections seem pretty ballsy given their current situation.

From: <u>CLTCapacityEA</u>
To: <u>Kevin Vesely</u>

Subject: RE: Comments - Virtual Presentation for the Capacity Enhancements Environmental Assessment at CLT,

Date: Friday, February 19, 2021 4:57:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. The Charlotte Metroplex was a separate project and process that was completed by the FAA Air Traffic Division, not the Charlotte Douglas International Airport. Changes to the airspace or flight tracts made in the Metroplex will be incorporated into the noise analysis for this EA. The following website provides more information on the CLT Metroplex process and environmental analysis completed as part of that project. https://www.faa.gov/air_traffic/community_involvement/clt/

Delay was calculated delay based on the capacity of the Airport with no new development and a forecast of operations and passengers approved by the Federal Aviation Administration. The existing airline bank structure and hourly profiles were assumed to remain the same in the future as they are today. Analysis of what the daily capacity would be if you spaced out flights perfectly so that there were no gaps in the sequence and little to no delay was not completely as this is not a reasonably assumption. The airlines have the discretion to set their times of operation, destinations, fleet, etc. and the Airport does not have the authority to regulate that in any way.

The concept of limiting or reducing growth is not reasonable or feasible. The FAA has a limited ability to enact growth reduction strategies due to airline deregulation, which allows airlines to set their own routes, service frequency, and type (or size) of aircraft. The Airport has agreed to Grant Assurances every time it has accepted a grant from the FAA. Grant Assurance 22(a) requires the Airport to be available for public use on "reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport." Similarly, Grant Assurance 39 requires airports to report if they cannot accommodate requests by air carriers for access to gates or other facilities, along with reasons why and what steps are being taken to grant the access. In extreme circumstances, the FAA has the authority to impose regulations for (1) navigating, protecting, and identify aircraft, (2) protecting individuals and property on the ground, (3) using navigable airspace efficiently, (4) preventing collision between aircraft. (See 49 USC 40103(b)). According to PL112-95, title IV, Section 413, If the Administrator of the Federal Aviation Administration determines that—(1)the aircraft operations of air carriers during any hour at an airport exceed the hourly maximum departure and arrival rate established by the Administrator for such operations; and (2)the operations in excess of the maximum departure and arrival rate for such hour at such airport are likely to have a significant adverse effect on the safe and efficient use of navigable airspace, the Administrator shall convene a meeting of such carriers to reduce pursuant to section 41722 of title 49, United States Code, on a voluntary basis, the number of such operations so as not to exceed the maximum departure and arrival rate. At this time the FAA Administrator has not determined this is a necessary action at CLT.

The recommendation to keep jets higher longer was received from the CLT Airport Community Roundtable. This recommendation will be analyzed in the Part 150 Noise Compatibility Study Update that will follow the EA.

As stated in the virtual presentation, the magnitude of COVID-19's effect within the national aviation system is unknown at this time. The aviation industry, despite every major worldwide incident, pandemic, or recession, has consistently recovered, indicating its resilience and the underlying demand for air transportation. It is unknown how long it will take to return to pre-pandemic traffic levels and the timing of the EA projects could potentially be delayed beyond the originally anticipated opening year of 2028. CLT officials will monitor actual traffic and delays in addition to short-term forecasts to determine the most appropriate timing of the EA projects. However, due to the level of delays being experienced in 2016 (the baseline year for the EA as it is when the study began) and the fact that design and construction will take a minimum of 7 years, CLT is continuing to move forward with the EA to obtain federal approval of the Proposed Action.

Potential noise and air quality impacts due to the implementation of the alternatives identified in the virtual presentation, posted December 3, 2020, will be evaluated and presented to the public in the Draft EA currently scheduled to be released in the spring of 2021. If the analysis shows that there would be significant impacts from noise or air quality, mitigation measures would be proposed.

The EA follows the methodologies and significance criteria included in FAA Order 1050.1F for the assessment of aircraft noise and air quality impacts. Order 1050.1F requires the use of Aviation Environmental Design Tool (AEDT) version 3b to create noise exposure contours for future conditions. The noise modeling includes an analysis of radar data CLT Flight Tracking System to determine track locations and flight profiles. The flight track locations and climb/descent profiles used in the AEDT model accurately represent all procedures currently in use at the Airport. In addition, a noise measurement program was conducted the week of October 21, 2019 to October 25, 2019 and included measurements from 35 sites. Data from the noise measurements was used to verify the AEDT input data.

In order to provide the public an update on the EA, CLT posted the virtual presentation to the EA website on December 3, 2020. Comments on the presentation were accepted for 30 days after the presentation was posted on the project website and received through email or mail. A public meeting or virtual presentation is not a requirement when preparing an EA. However, when one is conducted the typical comment period is 30 days. It should be noted that the Draft EA is still being prepared and when released for public review, a 45-day comment period will occur. Notifications for the virtual presentation were published in newspapers 15 days before the presentation was posted on the project website, including the Charlotte Observer (published November 18, 2020), La Noticia (published November 18, 2020), and Que Pasa (published November 17, 2020). In addition, an email notification was distributed to the project's email database containing 730 contacts on November 18, 2020. The email database was created during the initiation of the EIS and includes individuals who have requested to receive notifications on the project throughout the EIS and EA duration. This email database continues to be updated as individuals sign up to receive email notifications on the project. Furthermore, an additional notification was included in the CLT Connections distributed on emailed to 2,340 subscribers and posted to the CLT website on November 24, 2020. An electronic newsletter, Neighbor Update, also included notification of the presentation and was emailed to 2,264 subscribers on December 10, 2020. A social media campaign was also conducted in which ads were placed on Facebook and Instagram to target zip codes in the area surrounding the Airport. These social media ads ran from November 16, 2020 through January 6, 2021, with the exception of December 24, 2020 and December 25, 2020. The ads were placed in Facebook In-stream video, Facebook videofeed, Facebook market places, Facebook stories, Instagram feed, Instagram stories, Instagram explore, Facebook search, Facebook feed, Facebook mobile, Facebook desktop, and Facebook articles. Throughout the social media campaign, the ads were displayed a total number of 376,485 times, seen by 92,832 unique people, clicked on and directed to the project website 4,767 times, and interacted with (liked, shared, or made an informal comment on the ad) 546 times. In total, over 1,200 unique individuals viewed the virtual presentation.

An increase in operations and passengers is forecasted to occur with OR without the projects proposed in the EA under the Proposed Action. In other words, the roadways will experience congestion in the future even if the expansion projects are not constructed at CLT. This EA is only studying the potential impacts from the relocation of West Boulevard as it is a connected action to the new runway. The City of Charlotte Aviation Department is evaluating and coordinating with the City of Charlotte Department of Transportation (CDOT) and the North Carolina Department of Transportation (NCDOT) to ensure that the proposed West Boulevard relocation would maintain an adequate level of service upon the implementation of the Proposed Action or its alternatives. Furthermore, the Charlotte Regional Transportation Planning Organization (CRTPO) has adopted the 2045 Metropolitan Transportation Plan that identifies a new four-lane roadway, "Western Parkway," that would connect Billy Graham Parkway and Steele Creek Road (NC 160) by horizon year 2045 (https://www.crtpo.org/PDFs/MTP/2045/2045_MTP.pdf). This new roadway would increase capacity and relieve congestion on West Boulevard.

As previously stated the increase in operations and passengers is forecasted to occur with or without the Proposed Action projects. The Airport cannot force hotels to construct or force rental car companies to increase fleet. The Airport continually monitors existing and future demands on airport infrastructure and

conducts planning studies to implement on-airport projects as needed.

From: Kevin Vesely <ycjetnoise@gmail.com> Sent: Monday, January 4, 2021 11:20 AM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Fwd: Comments - Virtual Presentation for the Capacity Enhancements Environmental

Assessment at CLT,

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.

Please accept the comments above. I had the wrong email address when initially sent.

----- Forwarded message -----

From: **Kevin Vesely** <<u>ycjetnoise@gmail.com</u>>

Date: Sun, Jan 3, 2021 at 5:44 PM

Subject: Comments - Virtual Presentation for the Capacity Enhancements Environmental Assessment

at CLT,

To: < < CLTC pacity EA@landrum-brown.com >

Kindly accept the following comments in the attached word document. Please confirm receipt of this email.

Regards

Kevin Vesely

Kindly accept the following comments into public record for the Charlotte Airport Environmental Assessment:

1) To address the impact of this proposal we must first acknowledge the impact of FAA's recent Metroplex implementation. Metroplex was part of the FAA's nationwide response to relieve congestion at airports, save fuel and increase safety - but sadly that initiative had many unintended consequences.

Principally among them was the fact that Metroplex did not concern itself with consideration of the impacts of noise or other environmental issues on implementation. Flights arriving at Charlotte Airport that previously had randomly dispersed patterns *directly* from other airports at high altitudes are now being rigidly aligned and corralled into narrow tracks called "rails." Aircraft under Metroplex now follow an FAA prescribed serpentine path set at artificially low altitudes (3.9k) extending some 60 miles down range from the runways during peak congestion periods. Planes are sequentially lined up seconds apart and cruise for great distances far from the airport along the rails. This is in effect carpeting the neighborhoods below the rails with a barrage of concentrated noise and pollution from low flying aircraft. Some patterns even circle back to the direction in which they originated, wasting even more passenger time, generating excessive noise and burning more fuel.

You can view real time flights at this website; https://www.flightradar24.com/

What Metroplex failed to consider in the creation of their conga line approach was the impact that low flights have by concentrating the noise and air pollution blanketing those who are unfortunate enough to live directly below the rails.

Holding aircraft at excessively low altitudes well before the required descent angle on arrival is principally the cause for the recent increase in excessive noise and concentrated air pollution. This is especially true for those living further from the airport's runways. FAA's Metroplex implementation at CLT similar with other airports nationwide desperately needs to improve and mitigate unintentional consequences like this and engage more openly with full transparency on those being impacted.

The good intentions of Metroplex much like this new runway proposal is only addressing <u>symptoms</u> of airport congestion - <u>but not necessarily the "root cause."</u> Delays nationally at airports stem from too many flights being intentionally compressed into too narrow periods of a time in effort to maximize profits.

The delays and backups at the CLT and elsewhere that necessitated Metroplex, and frustrate most travelers is a <u>self-inflicted product of the industry itself.</u> By

concentrating booking of multiple flights densely into rush-hour periods, airlines are creating the very congestion they are now seeking to resolve.

This proposal contains no "Operational" alternatives to limit excessive bookings at peak periods by decompressing flights into off peak shoulders. Creating "rush hours" and not addressing this flow is fueling the physical congestion in the air, and on the ground. What is the capacity of the airport throughout the entire day and during the week?

Unlike our nation's highways with independent drivers making unmanageable random travel decisions, Airlines and the FAA are in complete control of the timing of arrivals and departures of all aircraft and also the routes taken. The airline industry and FAA determines when flights are scheduled and have complete control of that flow. By scheduling too many flights into narrow bands there is no consideration given to the ancillary congestion and being created in the air and on the roads. Allowing no room for variables like wind and weather, mechanical failures, or emergencies further compounds delays, backups in the sky on the rails, as well as when taxiing on the ground.

Why can't CLT simply;

- a) Have airlines spread out the density of flights at peak periods further throughout the day to shoulders, lowering the overall peak congestion?
- b) Readjust and align the taxiway system as suggested to efficiently accommodate two way traffic around the perimeter of the terminal via the land already reclaimed by the closed cross runways;
- c) Add the new gates as planned for flexibility;
- d) Engage government officials to press the FAA to keep jets higher in the sky at MINIMUM of a nautical mile high (6k) or more from the ground unless descending at final approach? This provides adequate standoff from engines and greatly reduces the concentration of noise and air pollution for those communities in North and South Carolina living directly under those rails.

The recent reduction of passengers due to the current business shift in air travel toward "work-from-home" under Covid 19 may negate or delay the need for any new runway all together. At the very least applying a policy to keep flights at mile high and flex schedules would reduce current noise and create better dispersion of air pollution – at no cost to anyone except those that created the current problem.

- 2) Which (specific) communities have/will experience increased flight traffic with the closure of the cross runways and overall increase in future throughput for the remaining and new runway?
- 3) How much more air pollution is expected under this proposal?
- 4) How much more noise pollution is expected under this proposal?

- 5) How are the items above being mitigated under with the closure of the cross runways and new runway proposal? What physical field data is/was taken to measure the current and future environmental impacts?
- 6) Were all community leaders and media outlets along the Metroplex glide paths for the new runway in both North and South Carolina notified directly of this proposal and the subsequent increase in air traffic, air pollution or just the officials of Charlotte itself who is sponsoring this action?
- 7) What media outlets are used for public outreach for notification to ALL citizens affected and impacted by overflights from this proposal?
- 8) Can you provide specifically where and how much media outreach is provided to surrounding counties to inform citizens who are beyond the city of Charlotte and County of Mecklenburg?
- 9) While the city of Charlotte (sponsor) is following mandated limitations on public events and services, implementing school closings, and disrupting businesses by limited public gatherings under Covid 19, they are also concurrently advancing this (non-essential) action expeditiously with seemingly very little genuine public notice. The input for public comments was only 30 days. I believe many citizens and public officials may not fully be aware of the long term effects of this proposal occurring under the cover of more pressing matters. The current low volume of air traffic generating less noise and pollution is also creating the perception that issues have diminished or resolved themselves. More public outreach and expansion of the comment period should be allocated so the general public is given ample opportunity to focus while not being distracted by Covid 19 and election results. The initial open public comment sessions were back in October but the video presentation below was only made available Dec 3rd, 2020 at the start of the 30 day public comment clock.

https://www.youtube.com/watch?v=W2PM00kxsEg&feature=youtu.be

- 10) The video proposal itself seems to focus solely on the physical "airport's needs" and financial impacts and very little on addressing the extended surrounding community's concerns with noise and air quality. What concerns were examined and addressed under this proposal?
- 11) Have any studies been conducted to examine the environmental effects Metroplex created forming rails with excessively long approach patterns at artificially low altitudes during peak periods for arrivals to Charlotte Airport? Please explain how neighborhoods below the rails are further impacted under this new proposal and what CLT is doing for those communities?
- 12) What is being done to mitigate vehicular traffic congestion on roads in and around the airport and at key intersections to accommodate the projected increase in air passenger traffic during those peak periods?
- 13) How are all other support amenities being addressed and positioned to efficiently serve the increase in passenger volumes; e.g. Taxi stands, Parking Garages, Fueling facilities, De-icing stations, rental cars, hotels, ect..

14) Where can I find all the noise/air quality studies for areas under the full 60 miles of approach rails North and South of the runways that impact my community?

15) Are studies made from real data/measurements being taken by meters located in the field or simply by computer simulated programs making assumptions and subject to error?

In summary, it is understood the airport, and the airlines are essential and welcome economic assets to the Charlotte metro area. The impacts from CLT under Metroplex and during this expansion must take into consideration the effect they have on the people in surrounding communities well beyond Charlotte centric, Metroplex was not implemented well around CLT and is especially detrimental to those beyond Mecklenburg County in surrounding counties like York SC, Lancaster SC Chester SC, Gaston NC, Lincoln NC, Catawba NC and Iredell NC. The increase in unnecessary noise and air pollution since Metroplex is very real. The FAA directing aircraft to maintain unnecessary low altitudes at great distances from the runways is negatively impacting the quality of life of many communities. Increasing the frequency and concentration of planes under this proposal will only make those conditions worse.

Many citizens do not realize that alternatives are available and improvements can be made simply by having their voices heard. This proposal does not seem to have been well advertised or aggressively sought legitimate comments with broad outreach. CLT and the FAA should not depend solely on citizens *forcing them to take action* to address the noise and pollution generated by the existing Metroplex system and airport expansion but rather partner with those impacted to achieve actionable results.

Thank you for your consideration Respectfully, Kevin Vesely From: <u>CLTCapacityEA</u>
To: <u>mark dorsey</u>

Subject: RE: Clt airport expansion

Date: Friday, February 19, 2021 4:58:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. The Proposed Action in the EA does recommend implementing dual taxiways around the east terminal complex and also dual crossfield taxiway corridors to allow aircraft to taxi across the airfield more efficiently as you suggested.

From: mark dorsey <dorseymark1@yahoo.com>

Sent: Monday, January 4, 2021 12:59 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Clt airport expansion

Hello

They need to add a taxiway either north side of field or east side to ease congestion of spot 26-23. When departing south and traffic backup on M to takeoff and spot 27-26 for regionals to exit there is no easy way to land and go to E concourse Thank

Mark

From: <u>CLTCapacityEA</u>
To: <u>Michael Wegner</u>

Subject: RE: Airport expansion is needed and should proceed

Date: Friday, February 19, 2021 4:58:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport and support of the Proposed Action.

From: Michael Wegner <tweaker214@yahoo.com>

Sent: Monday, January 4, 2021 1:29 PM

To: CLTCapacityEA <CLTCapacityEA@landrum-brown.com> **Subject:** Airport expansion is needed and should proceed

Airport expansion is needed and should proceed

Clt is and will remain a super profitable part of the region's economy. The bottlenecks a In gate, ramp and taxi routes must be improved or it will stagnate and investments will be sent to other airports.

Sent from Yahoo Mail for iPhone

From: CLTCapacityEA

To: Tommy Saunders

Subject: RE: Airport Expansion

Date: Friday, February 19, 2021 4:59:00 PM

You have been added to the notification list for the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport.

----Original Message-----

From: Tommy Saunders <tsaunders12@icloud.com>

Sent: Monday, January 4, 2021 10:26 PM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com>

Subject: Airport Expansion

I would like to receive updates. Thx.

Sent from my iPad

From: <u>CLTCapacityEA</u>
To: <u>Christopher Jones</u>

Subject: RE: New Runway Questions

Date: Friday, February 19, 2021 4:59:00 PM

Thank you for your comment on the Environmental Assessment (EA) for the Proposed Capacity Enhancements at the Charlotte Douglas International Airport. The new runway is designated as 01/19 to avoid confusion when describing the runways to the public in this EA. This is not the final runway designation and will likely not be the final naming convention of the runways if the new runway is constructed.

This EA analyzed the proposed solutions to address insufficient runway capacity and insufficient gate capacity and ramp space to accommodate the existing and future demand, rather than to attract new air service to the Airport. In addition, FAA Advisory Circular (AC) 150/5325-4B, Runway Length Requirements for Airport Design, provides guidelines for airport designers and planners to determine recommended runway lengths for new runways or extensions to existing runways. AC 150/5325-4B, Paragraph 101 states regarding runway length determinations that: "In summary, the goal is to construct an available runway length for new runways or extensions to existing runways that is suitable for the forecasted critical design aircraft." The critical aircraft (also called the design aircraft, or critical design aircraft) for CLT is the Boeing 787-900, which is the most demanding aircraft with regular use. For airport projects receiving Federal funding, the use of the methods described in AC 150/5325-4B to determine runway length is mandatory. Therefore, 10,000 foot runway length is the runway length proposed in this EA.

----Original Message-----

From: Christopher Jones <christopherjones327@yahoo.com>

Sent: Tuesday, January 5, 2021 9:25 AM

To: CLTCapacityEA < CLTCapacityEA@landrum-brown.com >

Subject: New Runway Questions

- 1. Why is the new runway numbered 1/19? As a pilot, this seems a bit confusing to have it between 18C/36C and 18R/36L. Why not have all the runways on the west side of the airfield 18/36LRC and designate the current 18L/36R as the new 1/19?
- 2. The new runway length was shortened to 10,000 vs. 12,000 feet by the FAA. Could the city compromise and request a length in the middle such as 11,000? Couldn't that length be used to lure new air service to the city, such as new cargo or Asia nonstops?

Thank You Chris Jones

Sent from my iPad