

APPENDIX A

Agency and Public Involvement

Environmental Impact Statement Scoping

Scoping Report and Associated Materials

A

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 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 1–19 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 noise-compatible land use; socioeconomic, 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, NC.

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 45-day 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 HUNDRETH 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, [\[faa.gov\]\(mailto:faa.gov\). 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.](mailto:9-ASO-CLTEIS@</p>
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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 1–19 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 noise-compatible land use; socioeconomic, 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]

BILLING CODE 4910–13–P

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

B

Appendix B: Scoping Overview



CLT Charlotte Douglas International Airport

- Environmental Impact Statement
- Scoping Overview



© 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.



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 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.

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.

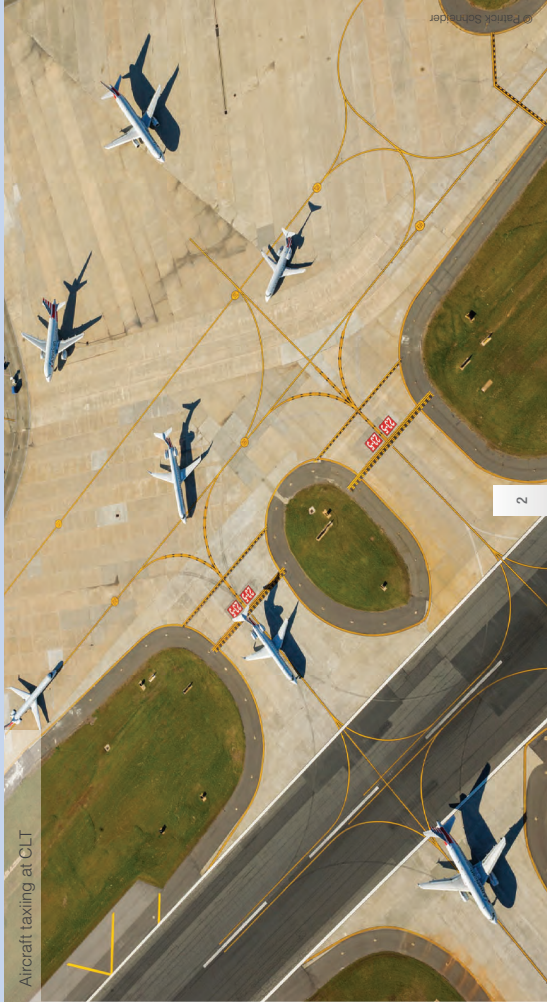
2. Concourse B and Ramp Expansion: Extending Concourse B to the west, creating 10 to 12 additional gates and expanding the ramp to support the Concourse B expansion and additional gates.

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.

Aircraft taxiing at CLT





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?

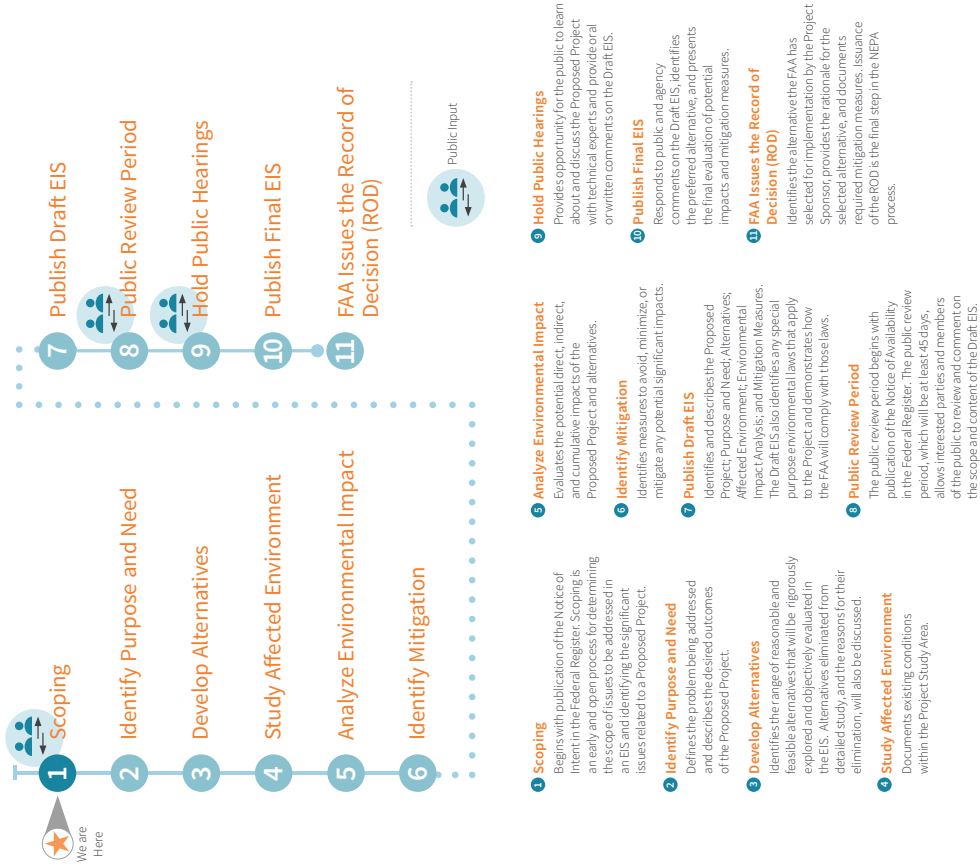
The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Project. As outlined in FAA Order 1050.1F, the EIS will consider impacts to the following resources:

- » 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



Generalized Study Area



Generalized Study Area
Airport Property

0 0.5 1 2 Miles

© Metrolink Corporation County GIS, North Carolina 2017.
North Carolina State Technical College/CES, 2017.

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

citeis@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.



C

Appendix C: Agency Scoping Meeting Materials

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

Agency Scoping Email Invitation



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

Memphis Airports District Office
2600 Thousand Oaks Blvd., Suite 2250
Memphis, TN 38118-2468
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.

Sincerely,

Phillip J. Braden
Manager, Memphis Airports District Office

Agency Scoping Meeting Presentation

Charlotte Douglas International Airport
Environmental Impact Statement



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

Federal Aviation Administration

- 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



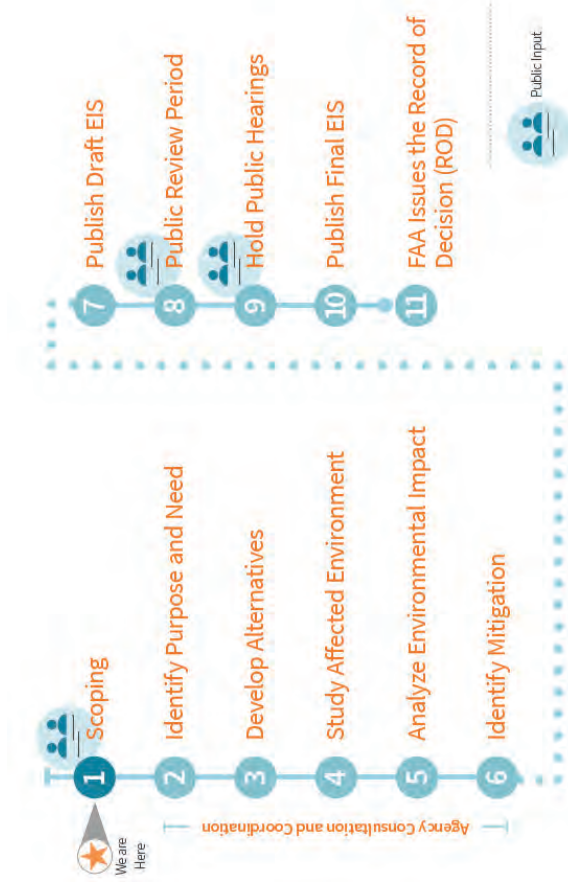
Photo credit: Patrick Schneider



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

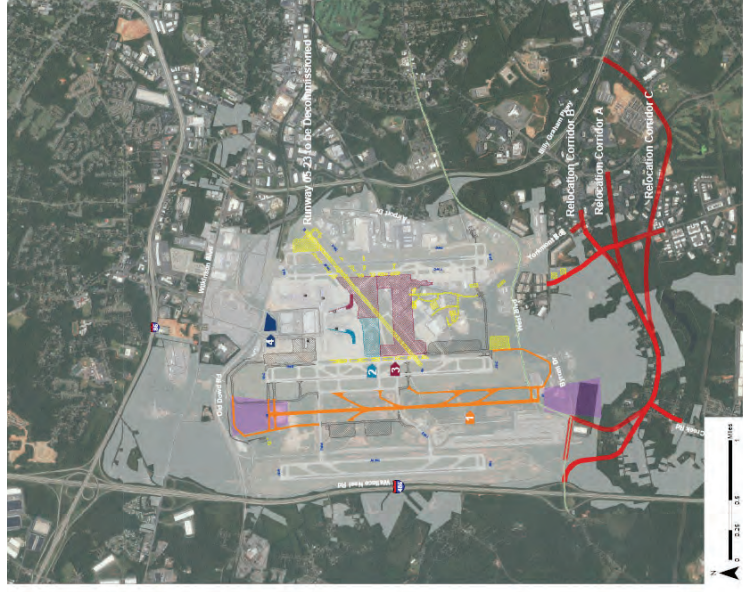
The Proposed Project is comprised of four main Project Elements:

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
 - 3 Concourse B Ramp Expansion
 - 3 Concourse C Expansion
 - 4 Concourse C Ramp Expansion
 - 4 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	<ul style="list-style-type: none"> ✓ Construct 12,000-foot runway and associated taxiways ✓ Improves airfield operations
Concourse B Expansion and Ramp	<ul style="list-style-type: none"> ✓ 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	<ul style="list-style-type: none"> ✓ 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	<ul style="list-style-type: none"> ✓ 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

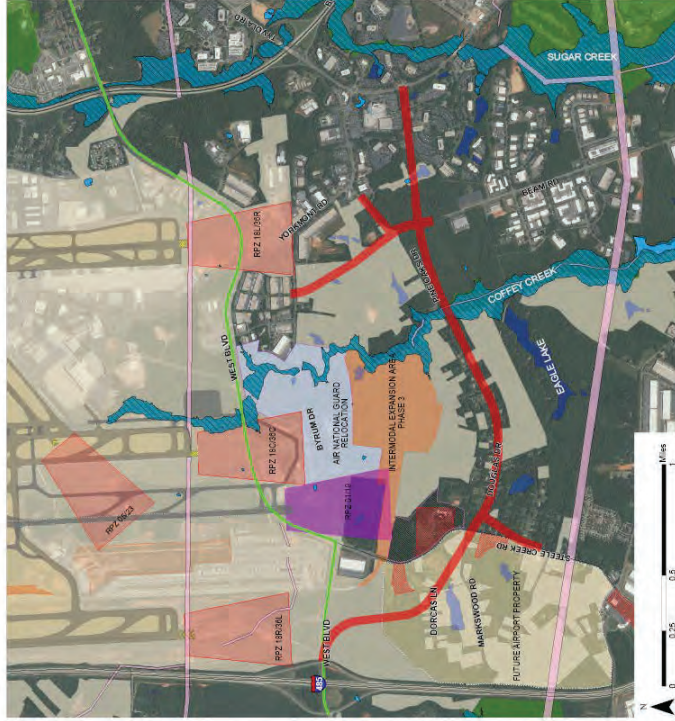
PLUS

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:

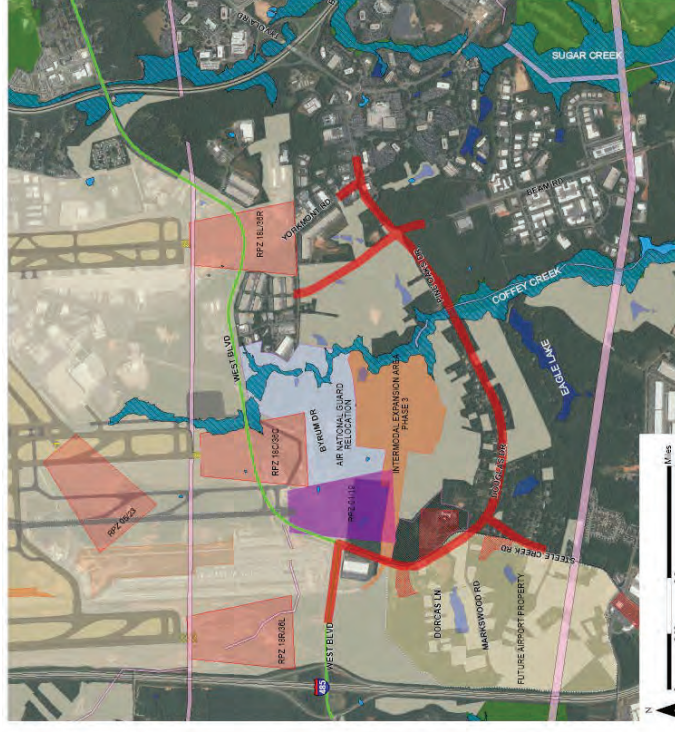
- Increases in delay per operation
- Exceedances in peak hour demand of the runway system
- Congestion and inefficient runway operations
- Inefficient runway operations
- Congestion in the terminal ramp and departure queuing area
- Overcrowded conditions in Concourses B and C
- Need for additional parking

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



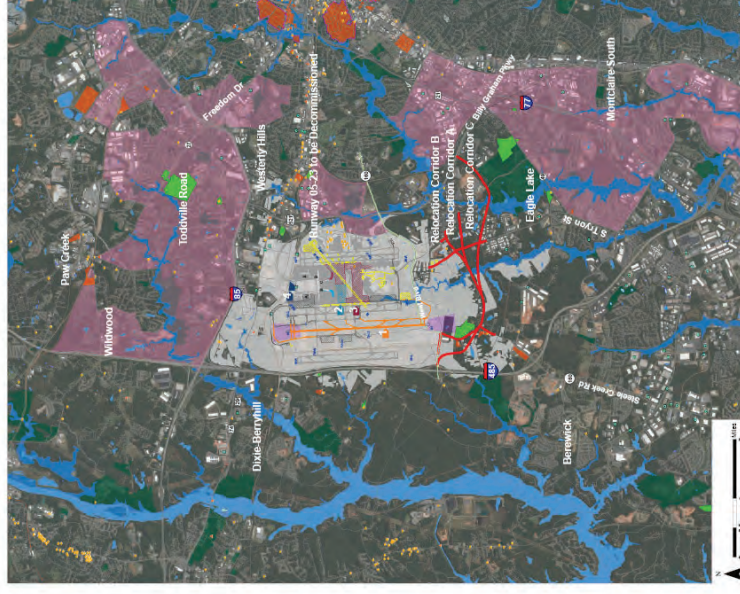
- Legend**
- NWI Wetlands and Ponds
 - FEMA 100 Year Floodplain
 - FEMA Floodway
 - Existing Airport Properties
 - Future Airport Property
 - Historic Cemeteries
 - Historic Properties
 - Intermodal
 - Parks / Recreation Areas
 - Existing RPZ
 - Proposed RPZ (Subject of EIS)
 - Air National Guard Relocation
 - Utility Easement
 - Corridor B
 - Existing West Boulevard



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	Archaeological Resources; Historic Buildings; Cumulative Impacts
NCDOT, CDOT	West Boulevard Relocation; Section 4(f) Resources

Environmental Resources



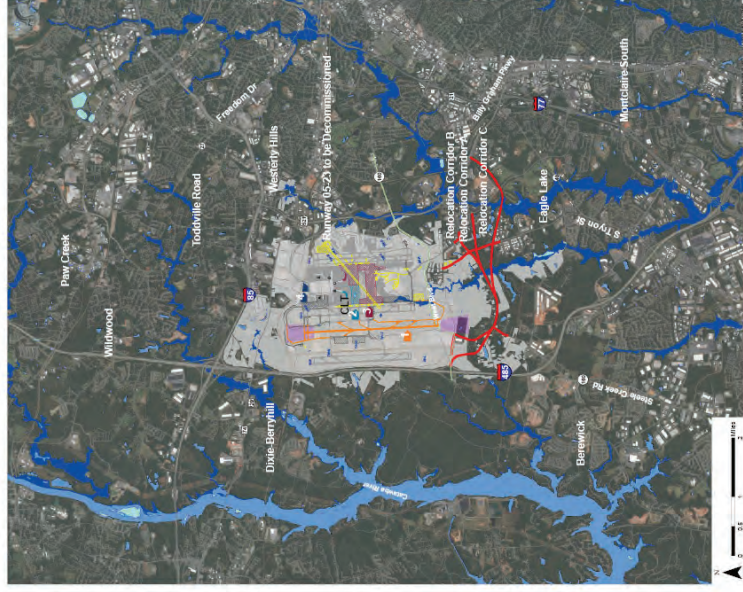
Legend

- Roads
- Existing West Boulevard
- Airport Property
- Environmental Justice Communities
- Open-Areas/Parks
- Wetlands
- Water Resources
- FEI/A 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
- 3 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

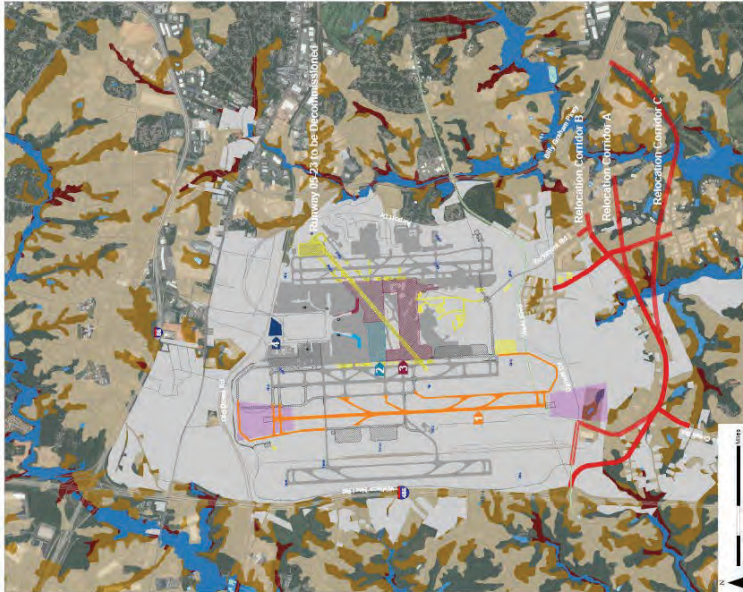
Water Resources



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

- Proposed Project Elements**
- 1 Fourth Parallel Runway
 - 2 Concourse B Expansion
 - 2 Concourse B Ramp Expansion
 - 3 Concourse C Expansion
 - 3 Concourse C Ramp Expansion
 - 4 Daily North Parking Garage
 - Future Non-ETIS Projects
 - Connected Actions
 - Possible West Boulevard Relocation Alignments

Prime Farmlands

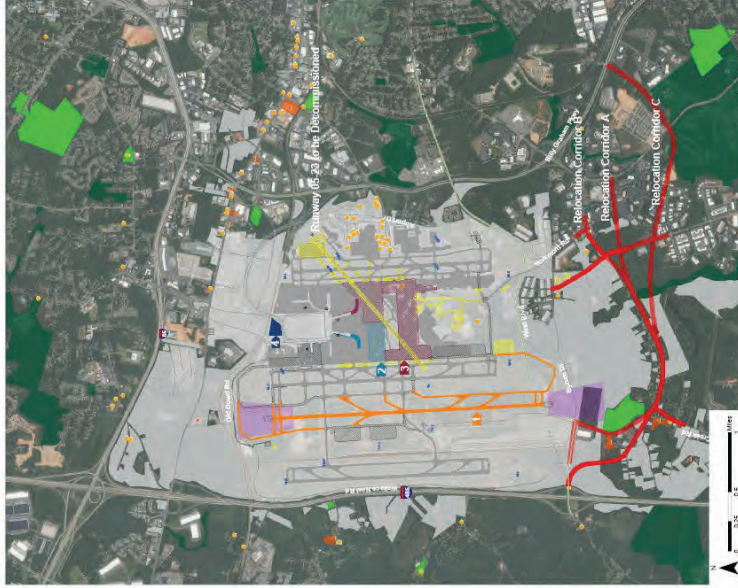


- Legend**
- Roads
 - Existing West Boulevard
 - Airport Property
 - Wetlands
 - Water Resources
 - FEMA 100-Year Floodplain
 - Prime Farmland
 - Farmland of Statewide Importance
 - Prime Farmland if Drained/ Not Flooded

- Proposed Project Elements**
- 1 Fourth Parallel Runway
 - 2 Concourse B Expansion
 - 2 Concourse B Ramp Expansion
 - 3 Concourse C Expansion
 - 3 Concourse C Ramp Expansion
 - 4 Daily North Parking Garage
 - Connected Actions
 - Future Non-ETIS Projects
 - Possible West Boulevard Relocation Alignments

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
 - 3 Concourse C Expansion
 - 4 Concourse C Ramp Expansion
 - 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

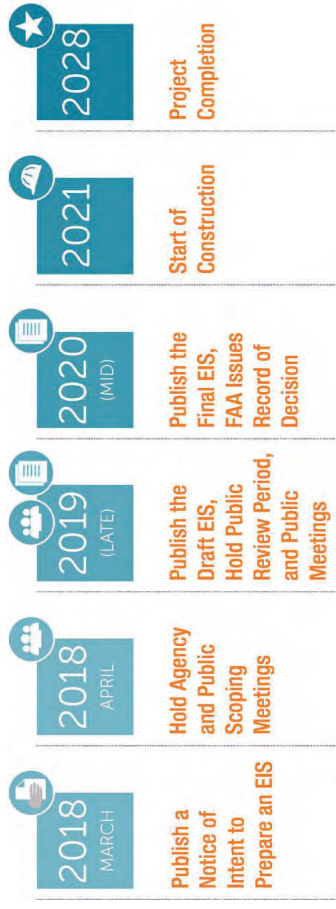
Massive new development planned
Dixie River Road runs through 1,300 acres in southwestern Mecklenburg County where Crescent Communities and Lincoln Harris plan to build thousands of homes, and offices, shops and parks.



DAVID PUCKETT - STAFF MAP
Charlotte Observer



Anticipated Project Schedule



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: CLTEIS@faa.gov
Website address: www.CLTEIS.com

Thank You for Your Participation



D

Appendix D: Public Scoping Meeting Notifications

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

Project Website



Charlotte D ENVIRONM

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)



171

CURRENT DESTINATIONS

134 domestic and 37 international



745,000

2033 AIRCRAFT OPERATIONS

Projected aircraft operations for 2033



32



2033 ENPLANEMENTS (IN MILLIONS)

Projected annually by 2033

SIGN UP FOR NOTIFICATIONS

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

SUBSCRIBE


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)

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

FOLLOW US

Social media links for additional EIS and Airport information

 (<https://www.facebook.com/FAA>)  (<https://twitter.com/faanews>)  (<https://www.youtube.com/FAAnews>)

 (<https://www.instagram.com/faa>)

ADDITIONAL LINKS

[Accessibility/Section 508 \(section508.html\)](#)

[Site Map \(sitemap.html\)](#)

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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 queuing 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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SUBSCRIBE

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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
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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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 (<https://www.instagram.com/faa>)

ADDITIONAL LINKS

[Accessibility/Section 508 \(section508.html\)](#)

[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.

SUBSCRIBE


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)

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

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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.

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>)

SIGN UP FOR NOTIFICATIONS

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CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT EIS

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ADDITIONAL LINKS

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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>)

Glossary & Acronyms

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

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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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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?

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:

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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Your Email Here


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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





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Public Stakeholder Groups Email Invitation



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

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.

www.CLTEIS.com

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

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



U.S. Department
of Transportation
**Federal Aviation
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 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

Postal Customer

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

Phone (901) 322-8180

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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, TN 38118

Poster



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

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,

A handwritten signature in blue ink, appearing to read "Phillip J. Braden".

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.

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

Press Release



**Federal Aviation
Administration**

FAA to Hold Meetings on CLT Environmental Study



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



([feed/](#))



(www.faa.gov/news/stay_connected)

Search:

News type:



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 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-foot-long 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.

Page last modified: March 21, 2018 9:22:20 PM EDT

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



**Federal Aviation
Administration**

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: 9-ASO-CLTEIS@faa.gov (<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 CLTEIS.com.

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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

E

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; socioeconomic, 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?

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: Construcción 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.

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 más 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

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:

Construcción 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.

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 Inglés) 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

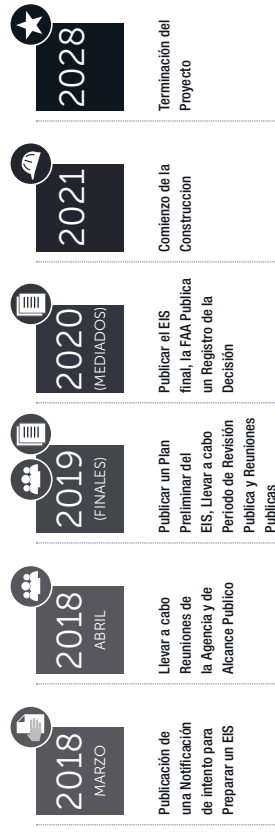
La FAA se encuentra conduciendo el EIS de acuerdo con la Ley Nacional de Política Ambiental (NEPA por sus siglas en Inglés) y otras leyes ambientales. La Ciudad de Charlotte es el Patrocinador del Proyecto y debe obtener aprobación para el Proyecto Propuesto. Un EIS también considera una alternativa de "no acción".

La FAA publicó en el Registro Federal el 22 Marzo del 2018, una Notificación del Intento (NO 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 EIS 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; transportation 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?

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

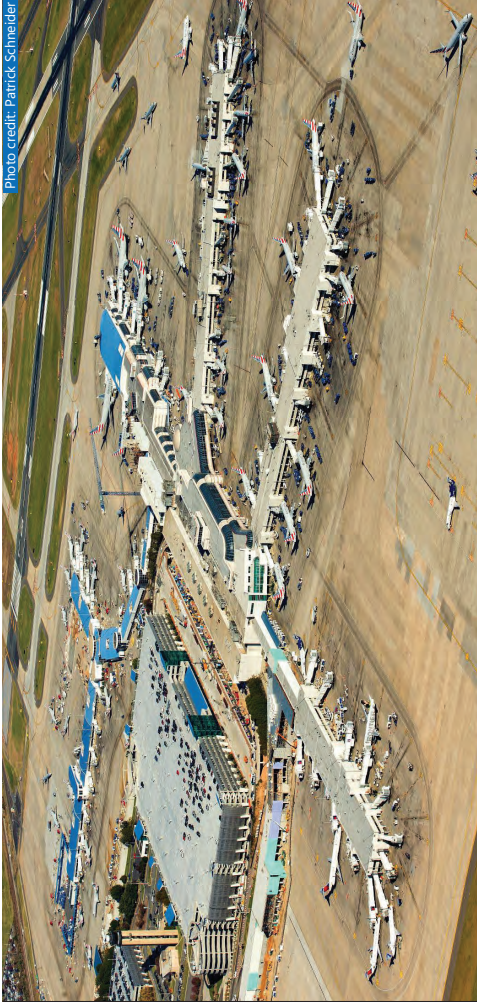


Photo credit: Patrick Schneider

Charlotte Douglas International Airport
Environmental Impact Statement



PUBLIC SCOPING MEETING APRIL 2018

Charlotte Douglas International Airport
Environmental Impact Statement



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.

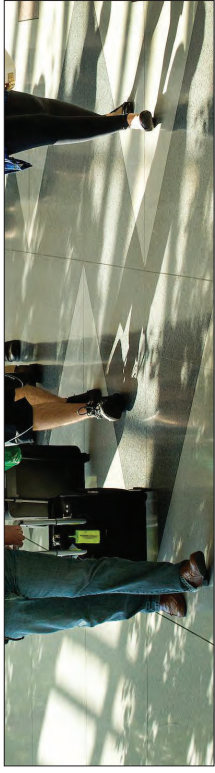


Photo credit: Patrick Schneider



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.



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 **number**
- **Step 3** – What information is available?
If not, proceed to Step 3

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.

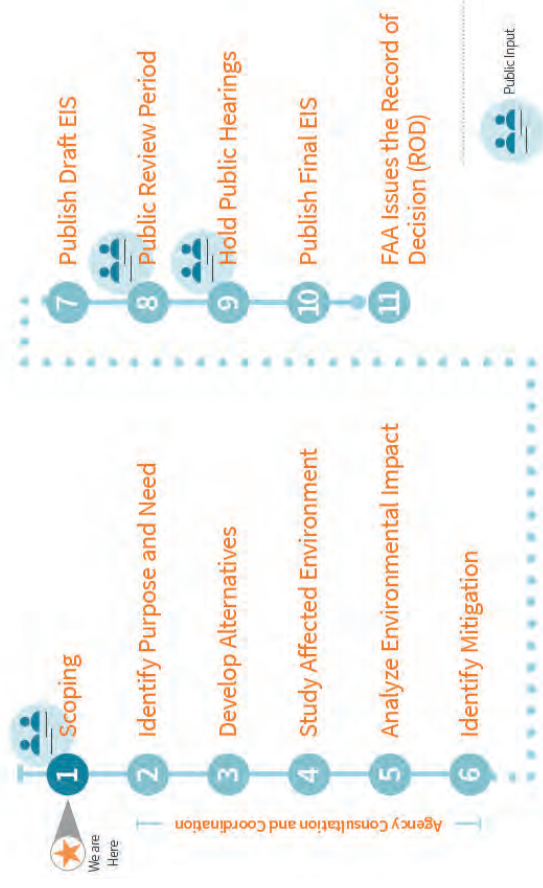


The City of Charlotte is the owner and operator of the Airport, is the Project Sponsor, and is responsible for:

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



NEPA Process





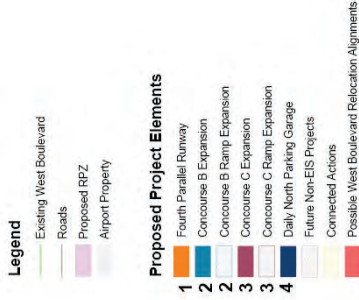
What is the Proposed Project?

The Proposed Project is comprised of four main Project Elements:

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 Deck

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

Proposed Project Elements





Proposed Project

Proposed Project Elements	Description
Fourth Parallel Runway 1-19 and End Around Taxiways	<ul style="list-style-type: none"> ✓ Construct 12,000-foot runway and associated taxiways ✓ Improves airfield operations
Concourse B Expansion and Ramp	<ul style="list-style-type: none"> ✓ 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	<ul style="list-style-type: none"> ✓ 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	<ul style="list-style-type: none"> ✓ 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.

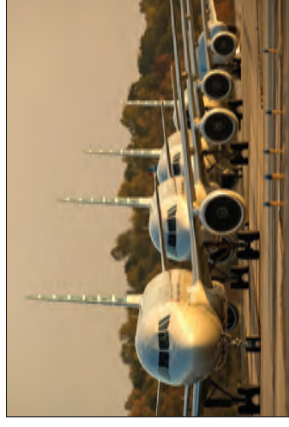


Photo credit: Patrick Schneider

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?





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 www.regulations.gov

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 pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Fold Here

STAMP

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

Fold Here

Contact Information (Optional)

Name/Affiliation: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Email: _____

Would you like to be added to the CLT EIS distribution list? Yes No | Additional Page Included Yes No



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 pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Fold Here

STAMP

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

Fold Here

Contact Information (Optional)

Name/Affiliation: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Email: _____

Would you like to be added to the CLT EIS distribution list? Yes No | Additional Page Included Yes No

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.

The EIS is not intended to assess noise impacts from recently changed flight procedures.

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

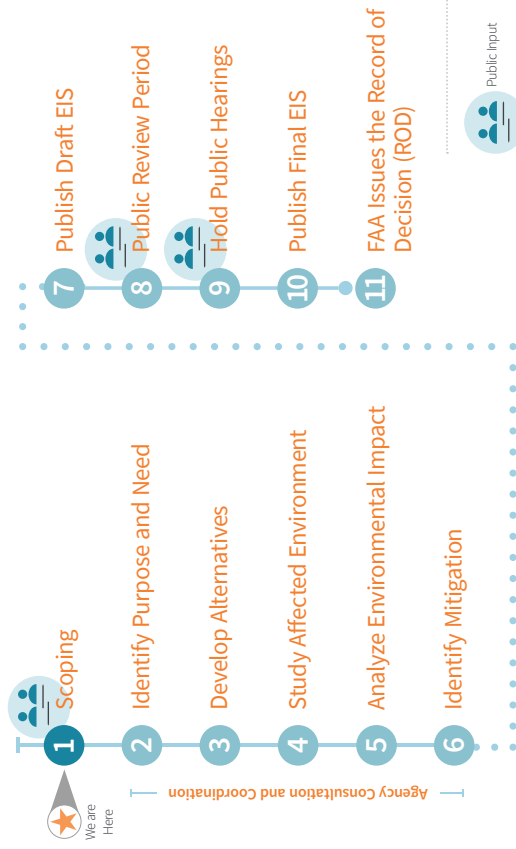
Fax: (901) 322-8195

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.)



1 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.

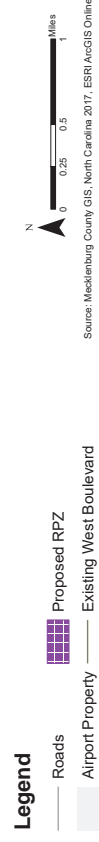
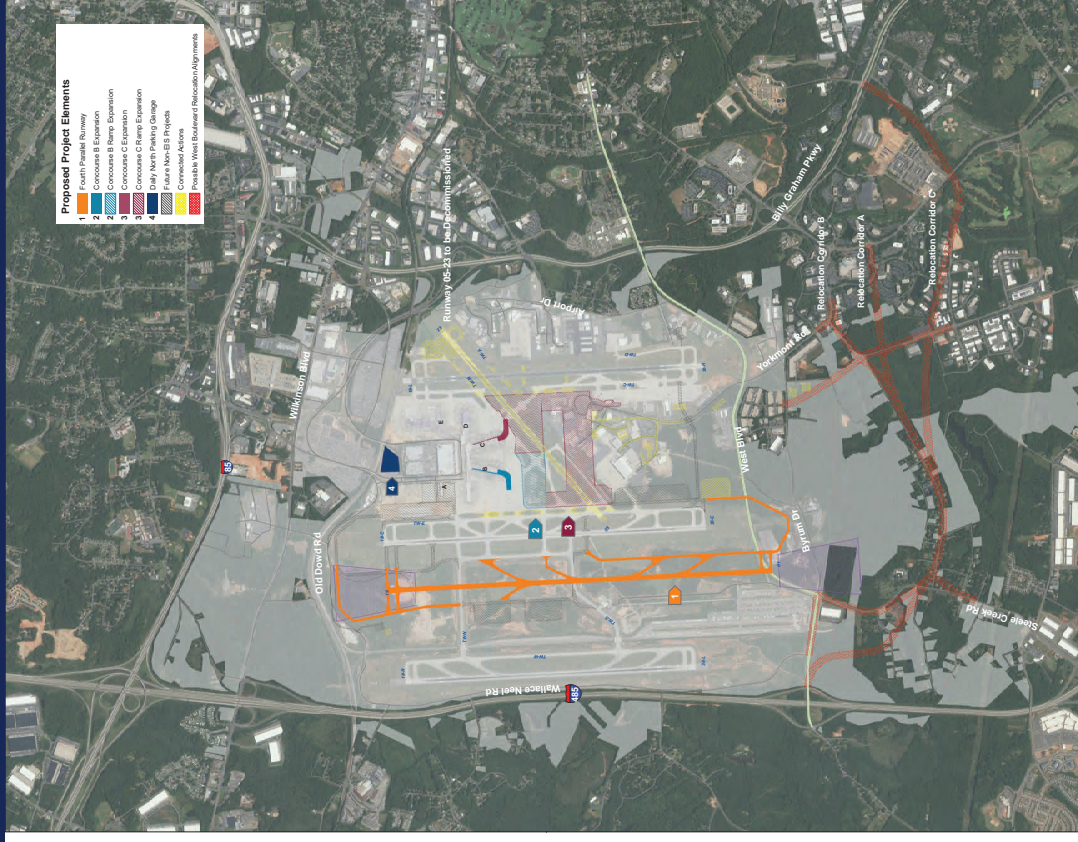
10 Publish Final EIS

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.

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.

Proposed Action



Source: Mecklenburg County GIS, North Carolina 2017, ESRI ArcGIS Online



Anticipated Schedule



EIS Environmental Impact Statement

Proposed Action

Proposed Project Elements	Description
Fourth Parallel Runway 1-19 and End Around Taxiways	<ul style="list-style-type: none"> ✓ Construct 12,000-foot runway including End Around Taxiways ✓ Improves airfield operations
Concourse B Expansion and Ramp	<ul style="list-style-type: none"> ✓ 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	<ul style="list-style-type: none"> ✓ 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	<ul style="list-style-type: none"> ✓ 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):

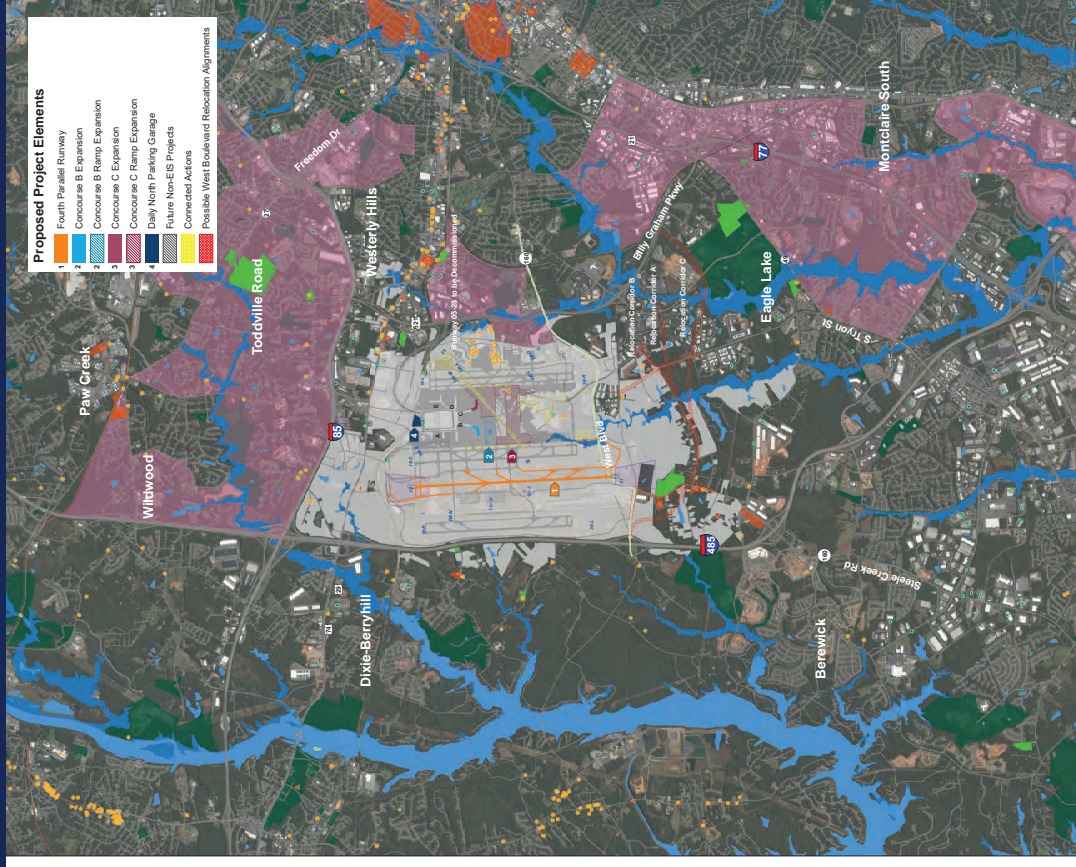
- The Airport infrastructure would be similar to current day conditions
- Other planned airport improvement projects for which the FAA has given National Environmental Policy Act (NEPA) approval but that may not yet be constructed

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)

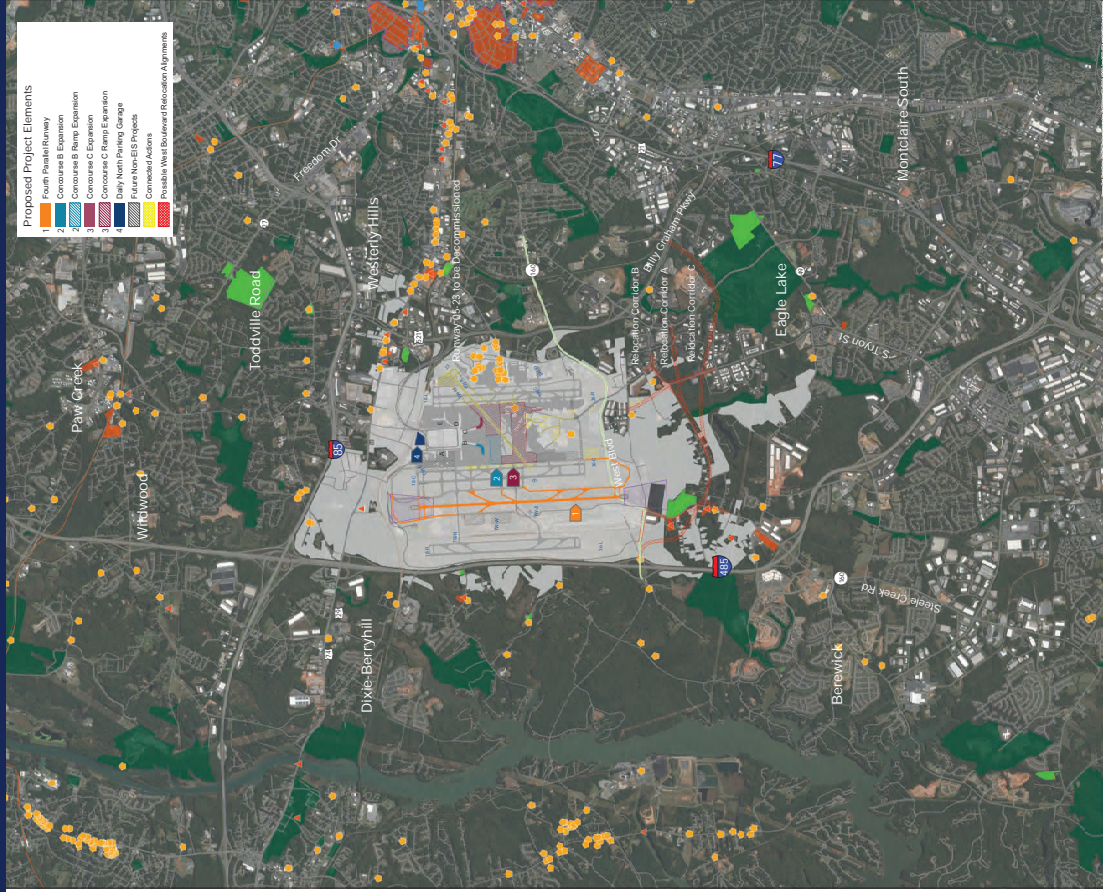


Scale: 0, 0.5, 1, 2 Miles
North Arrow

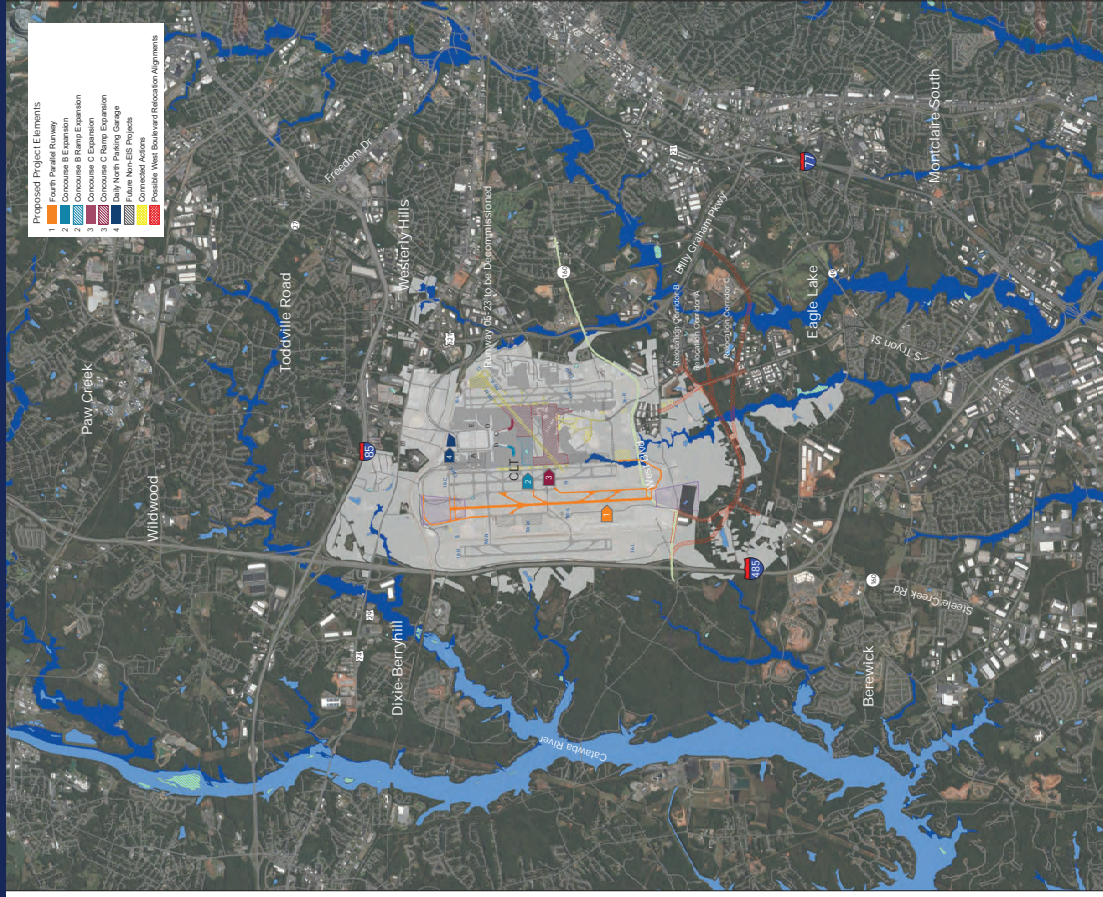
© Mapbox, OpenStreetMap contributors, Geoportals, Inc., North Carolina State Historic Preservation Office, 2017
North Carolina Department of Environment and Natural Resources
National Resources Conservation Service, 2018
United States Environmental Protection Agency, 2017

Cultural Resources/Parks and Open Spaces

Water Resources



0 0.5 1 2 Miles
 S: Mecklenburg County/Gaston County GIS, North Carolina 2017
 North Carolina State Historic Preservation Office, 2017
 National Register of Historic Places, 2017
 North Carolina Natural Heritage Program, 2017
 United States Environmental Protection Agency, 2017



0 0.5 1 2 Miles
 S: Mecklenburg County/Gaston County GIS, North Carolina 2017
 National Register of Historic Places, 2017
 United States Environmental Protection Agency, 2017



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)
- RPZ Relocation
- Utility Easement
- Corridor C
- Existing West Boulevard
- Air National Guard Relocation

Scale: 0 0.25 0.5 Miles
 Source: North Carolina State University GIS, North Carolina 2017; Charlotte Douglas International Airport LCOOCT Corridor generated by VHB

Legend

- NWI Wetlands and Ponds
- FEMA 100 Year Floodplain
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- Existing Airport Properties
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- Corridor B
- Existing West Boulevard
- Air National Guard Relocation

Scale: 0 0.25 0.5 Miles
 Source: North Carolina State University GIS, North Carolina 2017; Charlotte Douglas International Airport LCOOCT Corridor generated by VHB

**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 10,000-foot 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, fmcamedical@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.





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

HANDOUTS CONTINUED

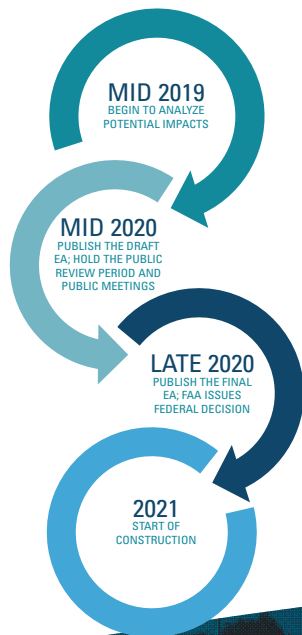
ENGLISH (BACK)

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; socioeconomic, 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.

Photos by Patrick Schneider

HANDOUTS CONTINUED

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

HANDOUTS CONTINUED

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 realizará 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 límite 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 página de Internet se actualizará durante el proceso de la EA con las últimas noticias del Proyecto, información de reuniones, reportes del estatus del Proyecto y la programación del reporte, y otra información.

Fotos por Patrick Schneider

HANDOUTS CONTINUED

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：

- **跑道和滑行通道**: 新建一条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通道，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邦航局的批准，以在机场执行“提案”。机场赞助方将根据《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。美国联邦航局仍然是负责遵守NEPA要求的联邦机构。

美国联邦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。

HANDOUTS CONTINUED

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，通过以下任何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。

Photos by Patrick Schneider



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.



CLT Newsroom News Publications Multimedia The Window Seat REAL ID Media


News

CLT Seeks Feedback as Part of Environmental Assessment

[f](#) [t](#) [in](#) [p](#) [📄](#) [📡](#) [📧](#) [📄](#)

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 socioeconomic 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.

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).


<p>Lunes, 21 de octubre de 2019 6 p.m. a 8 p.m.</p> <p>en:</p> <p>Embassy Suites (la entrada principal) 4800 S. Tryon Street Charlotte, NC 28217</p>	<p>Jueves, 24 de octubre de 2019 6 p.m. a 8 p.m.</p> <p>en:</p> <p>Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208</p>
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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 canceló 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/>

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).


<p>Monday, October 21, 2019 6 p.m. to 8 p.m.</p> <p>at:</p> <p>Embassy Suites (main entrance) 4800 S. Tryon Street Charlotte, NC 28217</p>	<p>Thursday, October 24, 2019 6 p.m. to 8 p.m.</p> <p>at:</p> <p>Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208</p>
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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).

<p>Lunes, 21 de octubre de 2019 6 p.m. a 8 p.m.</p> <p>en:</p> <p>Embassy Suites (la entrada principal) 4800 S. Tryon Street Charlotte, NC 28217</p>	<p>Jueves, 24 de octubre de 2019 6 p.m. a 8 p.m.</p> <p>en:</p> <p>Harris Conference Center at Central Piedmont Community College 3216 CPCC Harris Campus Drive Charlotte, NC 28208</p>
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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 canceló 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/>

Ad published on September 25, 2019

PRINT MEDIA AFFIDAVITS

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 } ss

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

1
Insertion(s)

Published On:
September 20, 2019

Cherri St. Foster

Cherri Foster, Regional Office Associate

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

Judith M. Sears

Electronic Notary Public State of North Carolina

My Commission Expires May 17, 2021



PRINT MEDIA AFFIDAVITS

La Noticia™

The Spanish-Language Newspaper

AFFIDAVIT


I, Alvaro J. Gurdian in my capacity as Sales Executive of the newspaper
(Name) (Title)

La Noticia in Charlotte, NC
(Newspaper Name) (City) (State)

hereby certify that the ROP/ Preprinted Inserts (choose one) for _____
(Advertiser)

Landrum & Brown

it was published in the above newspaper on 09/25/19
(Run Date)



Signature of Person Making Affidavit

Subscribed and sworn to before me in the County of Mecklenburg in the State of _____
(County)

NC, on this 16 day of February, 2021
(State) (Date) (Month) (Year)

Notary Public Seal:

MARIA E. BENTON NOTARY PUBLIC UNION COUNTY, NC My Commission Expires February 22, 2022

Maria E. Benton
Notary Public Signature

February 22, 2022
Commission Expires

PRINT MEDIA AFFIDAVITS

Latino Communications LLC
 P.O BOX 12876
 Winston Salem NC 27117



PAID
 09/18/2019

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

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

INVOICE

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:

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

Please make checks payable to:

Latino Communications LLC
 P.O BOX 12876
 Winston Salem NC 27117

Please check box if address is incorrect or has changed, and indicate change(s) on the envelope.

SALES PERSON: C/DD

CREDIT CARD No.: _____ Visa/Master Card/AMEX

EXPIRATION _____

SIGNATURE _____

New E-mail address? Enter here: _____

Invoice Date	9/26/2019
Invoice #	N205658
Customer #	LAND17
Payments/Credits	-\$100.00

AMT ENCLOSED _____

Check #: _____

Balance Due \$0.00

Customer Total Balance \$0.00

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



CLT Airport @CLTAirport

REMINDER: CLT is hosting public meetings as part of an Environmental Assessment related to a proposed plan to build a new runway, expand two concourses, and add a parking deck. The first meeting is tomorrow night.

bit.ly/2Vmq3DU

Get Involved

CLT has proposed building a new runway, expanding two concourses, and adding a parking deck. You are invited to an informational meeting about the proposal and related Environmental Assessment. www.airportprojects.net/clt-capacity-ea

October 21
Embassy Suites, 4800 S. Tryon St., Charlotte
Drop-in from 6 - 8 p.m.

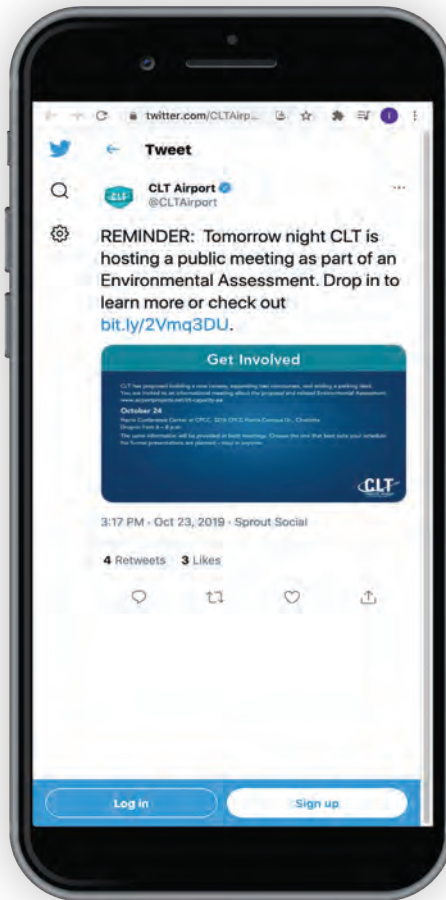
October 24
Harris Conference Center at CPCC, 3216 CPCC Harris Campus Dr., Charlotte
Drop-in from 6 - 8 p.m.

The same information will be provided at both meetings. Choose the one that best suits your schedule. No formal presentations are planned - stop in anytime.

CLT

1:32 PM · Oct 20, 2019 · Sprout Social

2 Retweets 1 Like



twitter.com/CLTAirport

Tweet

CLT Airport @CLTAirport

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CLT

3:17 PM · Oct 23, 2019 · Sprout Social

4 Retweets 3 Likes

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CLT

1:15 PM · Oct 7, 2019 · Sprout Social

4 Retweets 8 Likes



CLT Airport @CLTAirport

Our Environmental Assessment meetings are scheduled for next week. Stop by to learn more about CLT's proposal or go to: airportprojects.net/clt-capacity-ea.

Get Involved

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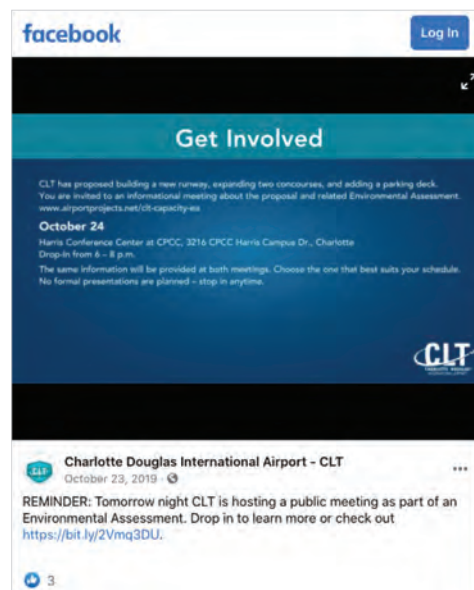
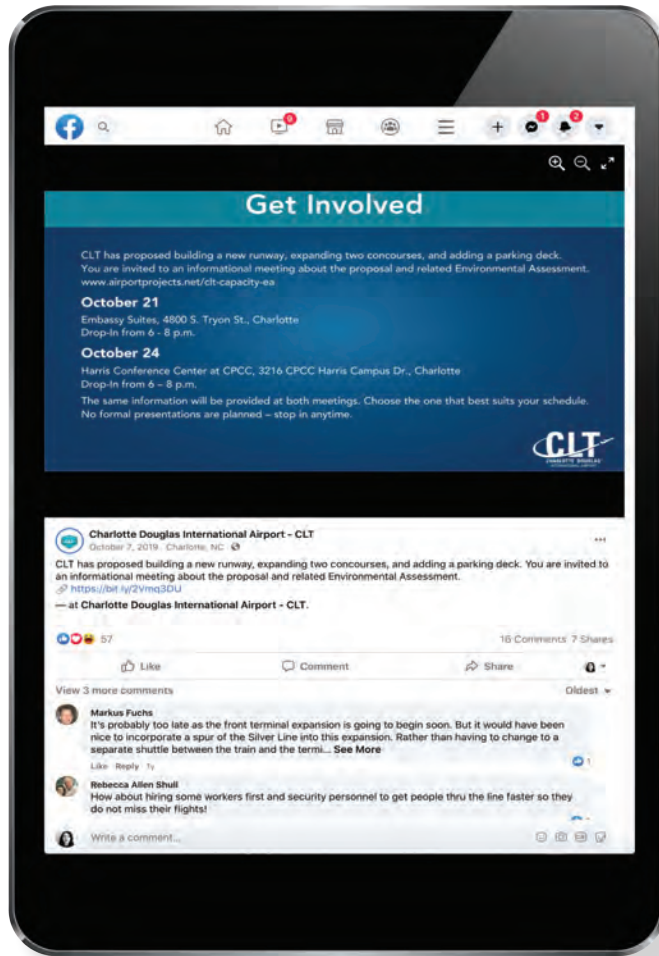
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CLT

1:45 PM · Oct 14, 2019 · Sprout Social

2 Retweets 1 Like

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

24,000 Homes

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

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

637 Stakeholders

from the project database received emails



POSTCARD SAMPLES

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/>



PUBLIC MEETING

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

COVER LETTER FOR POSTER



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.

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 plane 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. Please contact me. My property value is decreasing, my neighborhood is becoming unsafe. Please call me 980-298-2411	Desiree Helm	10/21/19	Comment Form
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

continue

COMMENT	NAME	DATE	SOURCE
<p>I would like any information that will show an environmental impact near the address of: 8926 Douglas Drive, Charlotte, NC 28217.</p> <p>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.</p>	Stephanie Michael-Pickett	10/21/19	Comment Form
<p>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?</p>	Peggy Schwartz	10/21/19	Comment Form
<p>When finalizing the study, I would like to make sure that there are surrounding residential areas that may be indirectly affected, please designate them as affected.</p> <p>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.</p> <p>So, if the residential areas will be affected, let's just say so and then increase our value/interest for commercial/industrial development.</p> <p>Don't "save" something and inadvertently decrease our value. - Eagle Lake -</p>	N/A	10/21/19	Comment Form
<p>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.</p> <p>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.</p> <p>I hate this move! You don't care about the people, but only yourself and money!</p>	Aldrene McGill	10/24/19	Comment Form

continue

COMMENT	NAME	DATE	SOURCE
<p>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</p> <p>Tony Scott (973) 986-7201</p>	Tony Scott	10/24/19	Comment Form
<p>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:</p> <ol style="list-style-type: none"> 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. 	Michelle Langdon	10/24/19	Comment Form
<p>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.</p> <p>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</p>	Thelma Wright	10/24/19	Comment Form
<p>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.</p>	Wayne Tidwell	10/24/19	Comment Form
<p>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.</p>	Jim Brigham	10/24/19	Comment Form

continue

COMMENT	NAME	DATE	SOURCE
<p>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.</p> <p>Many people along the rails have low flying aircraft that generate noise at or above 70, but not being considered.</p> <p>This process should be more inclusive of anyone in flight paths for all areas north and south of the currently limited analysis area.</p>	Kevin Vesely	10/24/19	Comment Form
<p>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.</p> <p>It would be great for Charlotte if the airport could connect travelers downtown. It'd be good for business and connecting our growing community.</p>	N/A	10/24/19	Comment Form
<p>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.</p> <p>Thanks, Amanda Carson Stowe Creek neighborhood</p>	Amanda Carson	10/1/19	Email

continue

COMMENT	NAME	DATE	SOURCE
<p>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!</p> <p>Benjamin Rudolph-Steele Creek Resident</p>	Benjamin Rudolph	10/1/19	Email
<p>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?</p> <p>Sincerely, Noel Baker</p>	Noel Baker	10/2/19	Email
<p>Hi, I was looking at the proposed 4th runway and general capacity expansion of the airport. I have three questions:</p> <ol style="list-style-type: none"> 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 assessable. 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 cabinets, I can see this getting worse with an additional runway, will there be sound barriers added to the airport parameter? <p>Thanks David J. Bloom 13218 Mallard Landing Rd Charlotte NC 28278</p>	David J Bloom	10/1/2019	Email
<p>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?</p>	Jeffrey Williams	10/4/19	Email

continue

COMMENT	NAME	DATE	SOURCE
<p>To Whom It May Concern:</p> <p>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.</p> <p>Sincerely, The Knox Family 1815 Toddville Rd Charlotte NC 28214 704-391-9828</p>	<p>The Knox Family</p>	<p>10/5/19</p>	<p>Email</p>
<p>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.</p>	<p>Mary Hutchison</p>	<p>10/5/19</p>	<p>Email</p>

continue



COMMENT	NAME	DATE	SOURCE
<p>Hello.</p> <p>Being a Taxpayer in this city, I am VERY CONCERNED that quality of life will be SEVERELY IMPACTED by such reckless greed.</p> <ul style="list-style-type: none"> • Currently FAA NextGen results in an unfair theft of resident taxpayer's need for peace and quiet. o I live about six miles due south of the airport in Steele Creek neighborhood of "The Crossings" in zip code 28273. o "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. o 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. o 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). o 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??? o 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. o 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. <ol style="list-style-type: none"> 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. 	<p>Robert</p>	<p>10/14/19</p>	<p>Email</p>

continue

COMMENT	NAME	DATE	SOURCE
<p>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.</p> <p>Sincerely, Loren</p>	<p>Loren Schofield</p>	<p>10/22/19</p>	<p>Email</p>
<p>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.</p> <p>Regards, Todd Douglass</p>	<p>Todd Douglass</p>	<p>10/22/19</p>	<p>Email</p>

continue



COMMENT	NAME	DATE	SOURCE
<p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p>	<p>Kelly Pledger</p>	<p>10/24/19</p>	<p>Email</p>

continue

COMMENT	NAME	DATE	SOURCE
<p>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.</p> <p>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.</p> <p>Sincerely, Kelly Pledger</p>			

continue



COMMENT	NAME	DATE	SOURCE
<p>Dear Ms. Potter,</p> <p>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.</p> <p>Sincerely, Richard L. Benson 806 Pine Forest Road Charlotte, NC. 28214</p>	<p>Richard Benson</p>	<p>10/26/19</p>	<p>Email</p>

continue

COMMENT	NAME	DATE	SOURCE
<p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you, Robert Dovicsak III 6018 Eleanor Rigby Rd Charlotte, NC 28278 704 964 4444</p>	<p>Robert Dovicsak, III</p>		<p>Email</p>
<p>Please find attached my comment form. Thank you for all of your involvement with the public meeting in Charlotte, NC. Greg Boggs</p>	<p>Greg Boggs</p>	<p>11/1/19</p>	<p>Email</p>
<p>"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</p>	<p>Robert</p>	<p>11/11/19</p>	<p>Email</p>

continue

COMMENT	NAME	DATE	SOURCE
<p>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</p> <p>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.</p> <p>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.</p> <p>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. 2 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).</p>	<p>Bob Horak</p>	<p>11/20/19</p>	<p>Email</p>

continue

COMMENT	NAME	DATE	SOURCE
<p>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).</p> <p>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.</p> <p>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.</p>			

continue

COMMENT	NAME	DATE	SOURCE
<p>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.</p> <p>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 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?</p> <p>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.</p> <p>Finest Regards, Bob Horak 14225 Canvasback Drive Charlotte NC 28273 704-507-2235</p>			

continue

COMMENT	NAME	DATE	SOURCE
<p>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.</p> <p>Environmental Resource Categories</p> <ul style="list-style-type: none"> • 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 	Todd Douglass	11/21/19	Email

continue

COMMENT	NAME	DATE	SOURCE
<ul style="list-style-type: none"> • 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) <p>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.</p> <p>Respectfully submitted, Todd Douglass 4584 Giles Ave Sherrills Ford, NC 28673</p>			
<p>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.</p>	<p>Troy Harley</p>	<p>11/7/2019</p>	<p>Mail</p>

continue

COMMENT	NAME	DATE	SOURCE
<p>Charlotte, November 17th 2019</p> <p>Dear Ms. Sarah Potter, I 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 in old people.</p> <p>For years, we have suffered from respiratory problems, sinus infection, asthma, sleep apneas, insomnia, headache etc... besides that, our houses glass windows crack. All from the Charlotte Douglas airport growing.</p> <p>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.</p> <p>You can imagine how much pollution: air and sound bombards over us days and nights.</p> <p>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:</p> <p>CLT airport must protect us from air and sound pollutions:</p> <ul style="list-style-type: none"> • enhance our indoor air cleaner. • sound proof our house. • reinforce our glass windows • provides us supplemental health insurance to cover respiratory and auditory problems. <p>Thank you.</p>	<p>Richard Pham</p>	<p>11/18/2019</p>	<p>Mail</p>





CHARLOTTE

A2-2450

The Charlotte Observer
 charlotteobserver.com
 Lake Norman | SOUTH PARK | Carolina Bride

YOUR 3-DAY FORECAST

Monday Partly Sunny
 High: 82° Low: 62°
Tuesday Partly Sunny
 High: 80° Low: 60°
Wednesday Partly Sunny
 High: 80° Low: 60°

ALMANAC
 Clear through late Monday

TEMPERATURE
 8:00 AM: 68°
 11:00 AM: 78°
 2:00 PM: 82°
 5:00 PM: 78°
 8:00 PM: 68°

WIND
 8:00 AM: S 10-15
 11:00 AM: S 10-15
 2:00 PM: S 10-15
 5:00 PM: S 10-15
 8:00 PM: S 10-15

MOON
 8:00 AM: Waxing Crescent
 11:00 AM: Waxing Crescent
 2:00 PM: Waxing Crescent
 5:00 PM: Waxing Crescent
 8:00 PM: Waxing Crescent

RAIN
 0% chance of rain

FROM PAGE 1A
NUCLEAR

These extension requests from the Nuclear Regulatory Commission (NRC) are estimated to cost \$1.1 billion, according to Duke Energy. The NRC grants second licenses to build two new nuclear plants in North Carolina. In addition to Robinson, the NRC has granted licenses to build two new nuclear plants in North Carolina. In addition to Robinson, the NRC has granted licenses to build two new nuclear plants in North Carolina. In addition to Robinson, the NRC has granted licenses to build two new nuclear plants in North Carolina.

AROUND THE NATION

POLLEN INDEX
 High pollen counts could trigger allergies. The pollen index is a measure of the amount of pollen in the air. High pollen counts could trigger allergies. The pollen index is a measure of the amount of pollen in the air. High pollen counts could trigger allergies. The pollen index is a measure of the amount of pollen in the air.



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AFFIDAVIT OF PUBLICATION

Account #	663343
Ad Number	0004380941
Identification	
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 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

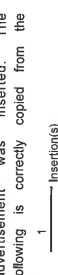
1 _____ Insertion(s)
 Published On:
 September 20, 2019

Cherri St. Foster
 Cherri Foster, Regional Offices Associate

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

Judith M. Sears
 Electronic Notary Public State of North Carolina

My Commission Expires May 17, 2021

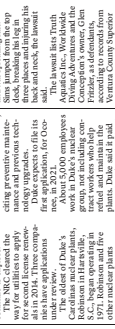


Crewman sues boat owner for disaster

BY BRIAN KELLEY
 Associated Press
 A crewman on a boat that sank in the Chesapeake Bay after a storm last week has filed a lawsuit against the boat's owner, claiming the vessel was not properly maintained and that the owner failed to provide adequate safety equipment.

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Public Meeting

The City of Charlotte (City) is holding a Public Meeting for the Charlotte Douglas International Airport (CDIA) Environmental Assessment (EA).
 Monday, October 21, 2019
 4:00 p.m. to 8:00 p.m.
 Embassie Center (East entrance)
 321 E. Campbell Street
 Charlotte, NC 28202

Corrections and Clarifications

LOTTERY RESULTS
 NORTH CAROLINA
 Mega Millions: 10, 22, 33, 41, 56, 69
 Cash: \$1.5 million
 Powerball: 15, 22, 26, 34, 41, 49
 Cash: \$2.5 million

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Charlottesville, VA

Charlottesville, VA is a beautiful city with a rich history and scenic views. It is a great place to visit and a great place to live. The city is home to many beautiful parks and gardens, and it has a vibrant arts and culture scene.

Charlottesville, VA is a beautiful city with a rich history and scenic views. It is a great place to visit and a great place to live. The city is home to many beautiful parks and gardens, and it has a vibrant arts and culture scene.

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Comunidad

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



Sandra Torres

Diego Barahona A.
NASCAR y Charlotte Motor Speedway dieron a conocer que reconocen 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 honorarlos en su mercado local de carreras. Como parte del reconocimiento, cada monedas recibe una donación de \$2,300 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
Oriunda de Colombia, Torres es madre de Nueva York en la década de 1990, donde ocupó un puesto directivo en el departamento de nutrición de la escuela pública de la ciudad.

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 vicepresidente 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 ayudado a involucrar a las agencias locales para crear programas en español. Trabajo con departamentos locales de parques y recreación para crear

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.

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.

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 del Aeropuerto Internacional de Charlotte (CLT) en el Aeropuerto Internacional de Charlotte (CLT). La EA y del proyecto, que incluye una nueva pista, expansión de terminales y una rampa de estacionamiento. La EA que la Administración Federal de Aviación (FAA) empezó para la acción propuesta de CLT fue cancelada el 27 de febrero de 2019. La FAA canceló el análisis de longitud de pista de 10.000 pies es necesario para cumplir con el propósito y la necesidad del proyecto. La FAA determinó que este cambio a una de las propuestas de mejora de capacidad fue suficiente para justificar la cancelación de la EA 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/

La Noticia
The Spanish-Language Newspaper

AFFIDAVIT

I, Alvaro J. Gurdian, in my capacity as Sales Executive of the newspaper

La Noticia in Charlotte, NC hereby certify that the ROP/ Preprinted Inserts (choose one) for Landrum & Brown

it was published in the above newspaper on 09/25/19

Signature of Person Making Affidavit

Subscribed and sworn to before me in the County of Mecklenburg in the State of NC, on this 16 day of February, 2021

Notary Public Seal: MARIA E. BENTON, NOTARY PUBLIC, UNION COUNTY, NC, My Commission Expires February 22, 2022

Maria E. Benton, Notary Public Signature, February 22, 2022, Commission Expires

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 canceló 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>

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>

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Invoice

Page: 1

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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
Sales Tax	0.00
Trade Discount	0.00
Payment/Credit Amount	29,003.40
Balance	0.00

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 CLTCapactiveEA@landrum-brown.com by **October 11, 2019**.

EMAIL
CLTCapactiveEA@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-Capactive-EA>

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.

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.

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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>

Welcome to the 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Two public meetings One 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.

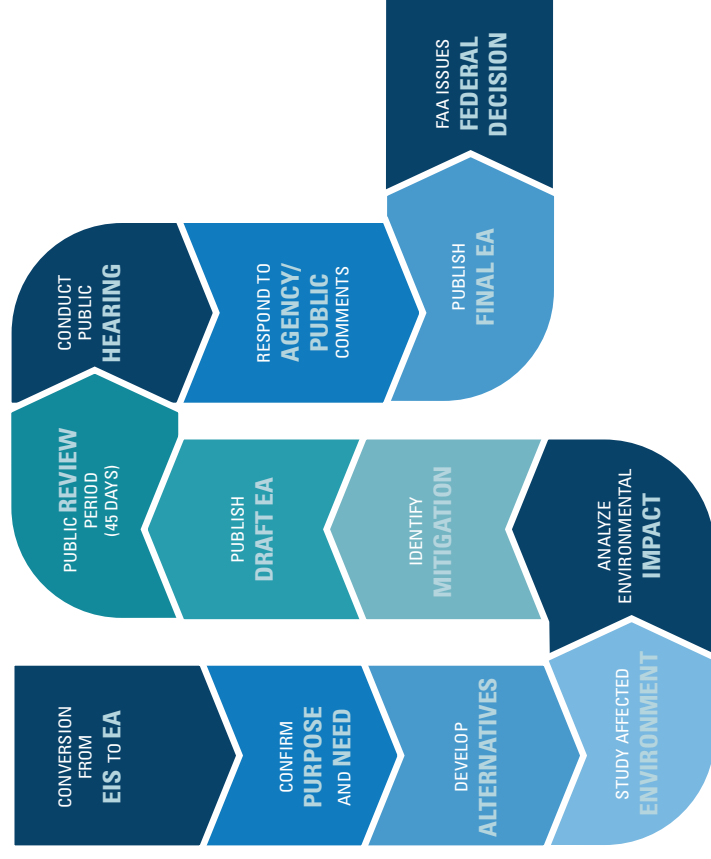
THE FAA IS THE LEAD FEDERAL AGENCY

- 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.

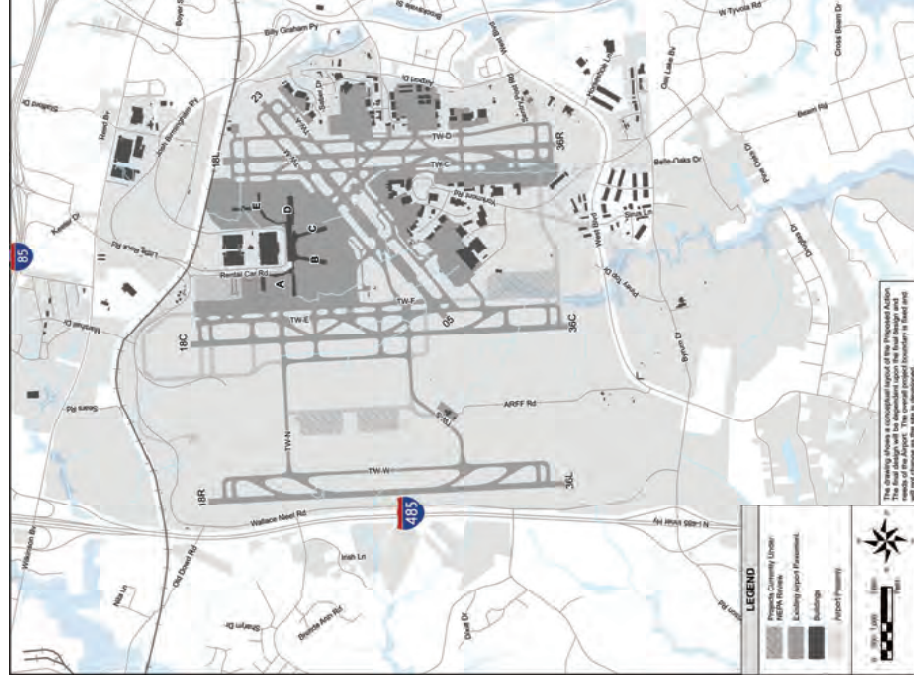
CLT Environmental Assessment Process (EA)



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**

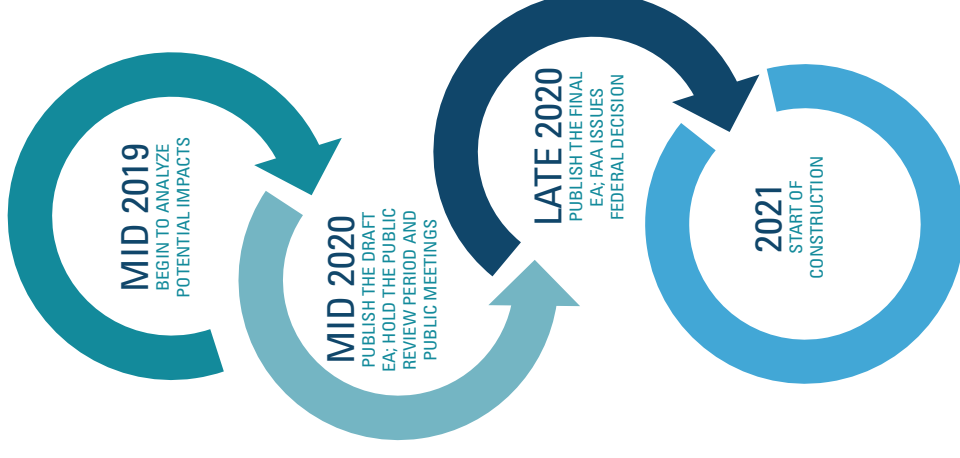
No Action Alternative



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



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

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

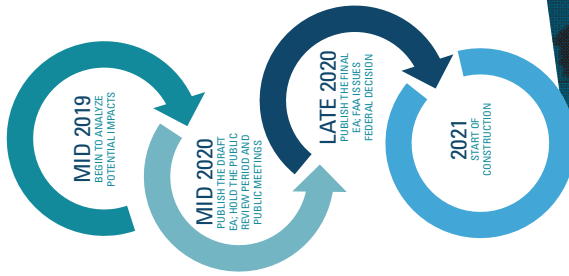
The City of Charlotte is the Airport Sponsor. The Federal Aviation Act of 1958 requires the Airport Sponsor to obtain FAA approval to construct the Proposed Action at the Airport. The Airport Sponsor will be responsible for the development of the EA in accordance with NEPA, all applicable federal regulations,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

Photos by Patrick Schneider

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**

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

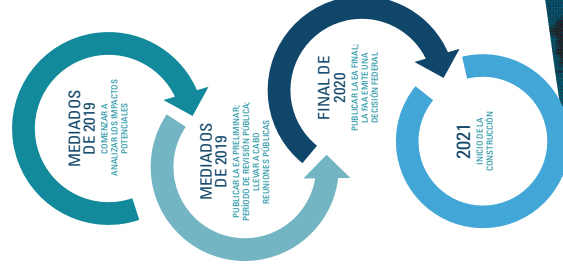
federales aplicables y la guía de la FAA. La FAA sigue siendo la agencia federal responsable del cumplimiento de los requisitos de NEPA.

En esta capacidad, la FAA realizará 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 (CEO, 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; contaminación 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 límite 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 página de Internet se actualizará durante el proceso de la EA con las últimas noticias del Proyecto, información de reuniones, reportes del estatus del Proyecto y la programación del reporte, y otra información.

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。机场赞助商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。机场赞助商计划在2020年完成该环境评估。机场赞助商将根据（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**：新建一条10,000英尺的跑道。机场赞助商的首选位置是在现有中心跑道18C/36C和跑道18R/36L之间。该项目还涵盖相应的滑行道，包括部分北侧滑行道（EAT1），完整的南侧滑行道，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，以促进飞机在相邻航站楼站坪之外的东西侧飞行区之间的滑行。
- **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，机场赞助商完成了机场容量扩充计划（ACEP）。该计划建议机场赞助商在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。

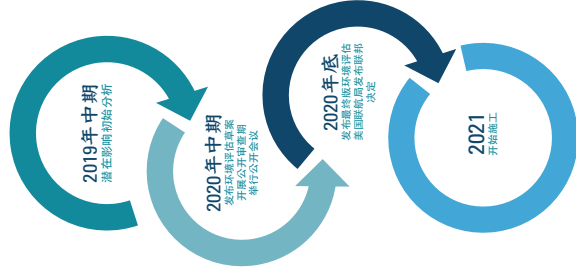
环境评估

夏洛特市是机场赞助商。1958年的《联邦航空法》规定机场赞助商需获得美国联邦航空局的批准，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。美国联邦航空局仍然是负责遵守NEPA要求的联邦机构。

美国联邦航空局仍将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，分析了一系列合理的替代方案，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影响进行分析 and 记录，并制定可减轻这些影响的措施。

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建议。

想了解更多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、状态报告和信息表及其他信息。



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 solicitarlo en su comentario, ocultar su información de identificación personal de la revisión pública, no podemos garantizar que podamos hacerlo.

INFORMACIÓN DE CONTACTO (OPCIONAL)

NOMBRE/AFLIACIÓN	_____
DIRECCIÓN	_____
CIUDAD	_____
ESTADO	_____ CÓDIGO POSTAL
CORREO ELECTRÓNICO	_____
¿DESEARÍA SER AGREGADO A LA LISTA DE DISTRIBUCIÓN DE LA EA DEL CLT?	<input type="checkbox"/> YES <input type="checkbox"/> NO
¿SE INCLUYE UNA PÁGINA ADICIONAL?	<input type="checkbox"/> YES <input type="checkbox"/> 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.

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NOMBRE/AFILIACIÓN

DIRECCIÓN

CIUDAD

ESTADO CÓDIGO POSTAL

CORREO ELECTRÓNICO

¿DESERÍA 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

Sign-In Sheet

NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
Shirley Moore	9020 Wilshire Way, Pines, N.C.	28214	704-913-7231	shirley.moore@nc.gov
Bob Moore	14025 Chandler Dr	28223	704-587-2255	bob.moore@nc.gov
Chuck Carlisle	604 Carter Blvd in, Lenoir, N.C.	28753	704-617-4107	carlisle@lehigh-pine.com
Richard Pham	6532 Wren Eagle Ln	28214	704-533-0900	richard.pham@carroll.com
Clare Pham	6150 Wren Eagle Ln	28214	704-917-9900	applecl@carroll.com
Shirley Moore	7821 Steele Creek Rd.	28217	704-588-8405	smoore@carroll.com
Bill Lake	7821 Steele Creek Rd.	28217	Same	
Joan Beaudin	9103 Steele Pkwy	28217	704-588-8406	
Rebecca Johnson	1101 Chestnut Rd	28214	704-588-8406	
Shirley Moore	3002 W. 1st St. Charlotte	28214	704-588-8406	
Troy Harkley	822 Pine Forest Rd	28204	704-588-8406	THARKLEY@CARROLL.COM
Robert Schmitt	7425 Hamilton Bridge Rd	28278	604-405-0849	robert.schmitt@carroll.com
Christy Chatain	900 Whispering Pines Lane	28217	704-588-8406	
Vincent Sauter	8928 Whispering Pines Lane	28217	704-588-8406	
Eric Ryden	1304 Wren Eagle Ln	28214	704-588-8406	
Debra Moore	9912 Douglas Dr, Charlotte	28217	704-588-8406	dmoores@carroll.com
Kimberly Johnson	810 Kell Ave - 5th, Charlotte	28206	704-588-8406	kimberly.johnson@carroll.com

OCTOBER 21, 2019 8 PM - 8 PM EMBASSY SUITES 480 S. TRYON STREET CHARLOTTE, NC 28217

Sign-In Sheet

NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
Mic Alexander	8632 Sequoia Green Ln	28214	980-236-8607	micalex@overconcepts.com
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JASON WILSON	3161 MEHUR DR, MATTHEWS	28104	704-546-8854	wilson@overconcepts.com
Patsy Gooch	300 FAVINITE RD, CHARLOTTE	28210	704-614-7463	patgy@overconcepts.com
Alicia Lunsford	9104 Commerce Blvd, Charlotte	28217	919-580-5505	alun@overconcepts.com
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OCTOBER 21, 2019 8 PM - 8 PM EMBASSY SUITES 480 S. TRYON STREET CHARLOTTE, NC 28217

Sign-In Sheet

NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
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ERIC BARBER	1524 Game Field Dr, Charlotte Charlotte, NC	28213	980-322-6302	ERIC@overconcepts.com

OCTOBER 21, 2019 8 PM - 8 PM EMBASSY SUITES 480 S. TRYON STREET CHARLOTTE, NC 28217

Sign-In Sheet

NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
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OCTOBER 21, 2019 8 PM - 8 PM EMBASSY SUITES 480 S. TRYON STREET CHARLOTTE, NC 28217

Sign-In Sheet

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April Mandell	5970 Pleasantway Ln	28275	704-558-2008	AprilMandell@bellsouth.net
Shya Merten	15700 Pine Rock Rd, Charlotte, NC	28224	18015911361	shya.merten@bluewin.net

OCTOBER 21, 2019 8 PM - 8 PM EMBASSY SUITES 4800 S. TRYON STREET CHARLOTTE, NC 28017

Sign-In Sheet

NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
CHRIS PERRY	1430 PERRY	28216	704-89-7052	cperry@netnet.com
Jane Wrigley	PO Box 224 Poywick	28130		
Con. Hilly	2417 L. Ave. C	28211		
Angela Riggins	4829 Mt Olive Rd	28228	704-394-2512	ariggins@carver.com

OCTOBER 21, 2019 8 PM - 8 PM HARRIS CONFERENCE CENTER, CENTRAL PIEDMONT COMMUNITY COLLEGE 378 EPCO HARRIS CAMPUS DRIVE CHARLOTTE, NC 28208

Sign-In Sheet

NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
W. Dawson	1827 WEST BOWS	28208	351-410	
Leah T. Jeffries	3742 Sargent Dr	28217	980-724-3020	leah.t.jeffries@netnet.com
Leanne Blake	6414 West Eagle	28214	704-408-2845	

OCTOBER 21, 2019 9 PM - 8 PM HARRIS CONFERENCE CENTER, CENTRAL PIEDMONT COMMUNITY COLLEGE 378 EPCO HARRIS CAMPUS DRIVE CHARLOTTE, NC 28208

Sign-In Sheet

NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
Paul Rowbers	2631 Mayhew Ave Charlotte	NC 28208	704-514-5439	
Tom W. Hilly	4132 Olive St	28209	704-490-4044	
Paul W. Hilly	13135 Hilly Ct	28225	704-977-0811	
Paul W. Hilly	32116 Kershaw Dr	28214	704-392-3200	
Paul W. Hilly	6086 Mayhew Ave	28214	704-617-0140	
Paul W. Hilly	2024 Dove Lane Shalala	28214	978-986-7709	anthonyperry@netnet.com

OCTOBER 21, 2019 9 PM - 8 PM HARRIS CONFERENCE CENTER, CENTRAL PIEDMONT COMMUNITY COLLEGE 378 EPCO HARRIS CAMPUS DRIVE CHARLOTTE, NC 28208



Sign-In Sheet

NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
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Kevin Wilbanks	3023 Capital Dr	28205	704-499-8805	claire.stancker19@gmail.com
Robert Alford	3023 Capital Dr	28205	704-561-4441	
Angela Costa	8822 Kirkville Ln	28216		
Tony Blackmon	5434 Duigate Dr	28208	704-728-4649	elshacknor@earthlink.net
Regina Blackmon	5434 Duigate Dr	28208	704-728-4649	
Shirley Boyl	216 Steep Hollow Rd	28217	704-419-1489	
Darren Crosby	1530 Steady Dr	28214	704-979-4157	marlene2001@spectrum.com
Philip Cassin	2008 Parker St	28205	704-407-1223	dcoss@root@earthlink.net
Chry Beyer	609 Camp Creek Ln	28214	704-701-6166	gub@bigs.com
Terese Elliott	5420 Rockwood Rd	28216	704-491-2121	terese@earthlink.net
Alderman Moore	1509 Goodwater Dr	28208	704-560-5546	aldersons81@spectrum.com
Vaughn Caesar	6432 Moody Dr	28214	704-391-9446	vaesca@gmail.com



Sign-In Sheet

NAME	ADDRESS & CITY	ZIP	PHONE	EMAIL
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Kona Vasey	4132 Wilkins Rd, Rose Hill, NC	28756		YCS@ncstate.edu
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Michael Binner	7827 Douglas Dr	28214	704-877-0805	MichaelBinner@earthlink.net
Sharon Johnson	4337 Freedom Dr	28208	704-392-1930	sa@boilsoath.net
Mary Killough	5300 Wilkinson Blvd	28208	704-596-0854	
Chris Cirino	400 Fivestarl	28210	704-214-2022	ccirino@bellsouth.com
Michelle Longen	9491 Winklesley	28214		longen201@gmail.com
Nancy Mc Donald	3208 Carleton Dr	28208	704-389-3299	NO
Steve & Diane Sherman	1122 Chesapeake Rd	28217	704-400-9862	laschmoo@bellsouth.com
Wayne Tidwell	7809 Cooper Rd	28214	704-777-3310	wtidwell@earthlink.net
Alicia & Anthony	2021 Dwyer Dr	28214	978-386-7200	Anthony2021@gmail.com
Phonix Colley	821 Kalamazoo Dr	28217	754-816-4578	Phonix@earthlink.com
Kimberly Boulding	11111 Kalamazoo Dr	28214	704-999-6084	11111 Kalamazoo Dr



COMMENT FORM

Write about your comments about airport activities, including any suggestions for improvement. We will use your comments to help us improve our services. Your comments will be kept confidential.

Right about Transit in park by nice project over my house they come every day over my house.

You can also submit your comments via email at ce@clt.com. Please include your name, address, telephone number, and e-mail address. We will contact you if we need more information. Your comments will be kept confidential.

CONTACT INFORMATION (OPTIONAL)
 Name: *Michelle Longen*
 Address: *9491 Winklesley*
 City: *Charlotte, NC*
 State: *NC*
 Zip: *28214*
 Phone: *704-389-3299*
 Email: *longen201@gmail.com*



COMMENT FORM

Write about your comments about airport activities, including any suggestions for improvement. We will use your comments to help us improve our services. Your comments will be kept confidential.

Like how workers about airport activities... This is need for airport workers... little else of workers!

You can also submit your comments via email at ce@clt.com. Please include your name, address, telephone number, and e-mail address. We will contact you if we need more information. Your comments will be kept confidential.

CONTACT INFORMATION (OPTIONAL)
 Name: *Michelle Longen*
 Address: *9491 Winklesley*
 City: *Charlotte, NC*
 State: *NC*
 Zip: *28214*
 Phone: *704-389-3299*
 Email: *longen201@gmail.com*



COMMENT FORM
Welcome to the Charlotte Douglas International Airport Community Engagement Survey. The Airport Authority is currently conducting a survey to gather feedback from the community on the proposed changes to the Charlotte Douglas International Airport. Your input is important to us and will help us make decisions that are in the best interest of the community.

My primary concern is the increased noise associated with adding an additional runway. I understand the runway is required to respond to the capacity of the existing of AA and addition of Southwest service into the market. I am for and after 11pm many nights.

NAME: [Blank]
ADDRESS: [Blank]
CITY: [Blank]
STATE: [Blank]
ZIP: [Blank]
PHONE: [Blank]
EMAIL: [Blank]
CONTACT INFORMATION (OPTIONAL): [Blank]
I would like to be added to the list: Yes No
Additional form required: Yes No



COMMENT FORM
Welcome to the Charlotte Douglas International Airport Community Engagement Survey. The Airport Authority is currently conducting a survey to gather feedback from the community on the proposed changes to the Charlotte Douglas International Airport. Your input is important to us and will help us make decisions that are in the best interest of the community.

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 standing right in the noise from the airport so they can make more money. I hate this move! You don't care about the people, but only yourself + money!

NAME: [Blank]
ADDRESS: [Blank]
CITY: [Blank]
STATE: [Blank]
ZIP: [Blank]
PHONE: [Blank]
EMAIL: [Blank]
CONTACT INFORMATION (OPTIONAL): [Blank]
I would like to be added to the list: Yes No
Additional form required: Yes No



COMMENT FORM
Welcome to the Charlotte Douglas International Airport Community Engagement Survey. The Airport Authority is currently conducting a survey to gather feedback from the community on the proposed changes to the Charlotte Douglas International Airport. Your input is important to us and will help us make decisions that are in the best interest of the community.

We have been trying to contact me necessary for you to do any additional airport noise in the area. I am located at 775 980-7201

NAME: [Blank]
ADDRESS: [Blank]
CITY: [Blank]
STATE: [Blank]
ZIP: [Blank]
PHONE: [Blank]
EMAIL: [Blank]
CONTACT INFORMATION (OPTIONAL): [Blank]
I would like to be added to the list: Yes No
Additional form required: Yes No



COMMENT FORM
Welcome to the Charlotte Douglas International Airport Community Engagement Survey. The Airport Authority is currently conducting a survey to gather feedback from the community on the proposed changes to the Charlotte Douglas International Airport. Your input is important to us and will help us make decisions that are in the best interest of the community.

The eight noise bands are, you highlighted in your map of what it will look like when the runway is complete. My concerns are as follows: This is already a very congested area; what if you add of additional traffic going around the airport? This is already a very congested area; what if you add of additional traffic going around the airport? This is already a very congested area; what if you add of additional traffic going around the airport?

NAME: [Blank]
ADDRESS: [Blank]
CITY: [Blank]
STATE: [Blank]
ZIP: [Blank]
PHONE: [Blank]
EMAIL: [Blank]
CONTACT INFORMATION (OPTIONAL): [Blank]
I would like to be added to the list: Yes No
Additional form required: Yes No



COMMENT FORM
Welcome to the Charlotte Douglas International Airport Community Engagement Survey. The Airport Authority is currently conducting a survey to gather feedback from the community on the proposed changes to the Charlotte Douglas International Airport. Your input is important to us and will help us make decisions that are in the best interest of the community.

I also am aware of the hidden pollution of emissions when my car is in the car. The operator said you must live near the airport because that is what is able to fly in the airport. Thank you

NAME: [Blank]
ADDRESS: [Blank]
CITY: [Blank]
STATE: [Blank]
ZIP: [Blank]
PHONE: [Blank]
EMAIL: [Blank]
CONTACT INFORMATION (OPTIONAL): [Blank]
I would like to be added to the list: Yes No
Additional form required: Yes No

Gaby Elizondo

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.

Thanks,
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,

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/ct-capacity-ea/>

Gaby Elizondo

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](#)

Gaby Elizondo

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

Gaby Elizondo

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 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
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 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

Sent from [Mail](#) for Windows 10

Gaby Elizondo

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

Gaby Elizondo

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

Gaby Elizondo

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.

Gaby Elizondo

From: robert <ssigmaguru@hotmail.com>
Sent: Monday, October 14, 2019 9:58 AM
To: CLTCapacityEA
Cc: Natalie.Rutzel@wellsfargo.com; nomellininc@outlook.com; cmcguirt@bellsouth.net; MCOuietsKiesCoalition; 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 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.

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/ct-capacity-ea/>

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,

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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**

Gaby Elizondo

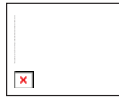
From: Loren Schofield <loren.schofield@gmail.com>
Sent: Tuesday, October 22, 2019 11:50 AM
To: CLTCapacityEA
Subject: CLT EA Comment

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/>

Gaby Elizondo

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

Gaby Elizondo

From: Kelly P <uncjpk@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

Gaby Elizondo

From: Richard Benson <ribenson58@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

1

Gaby Elizondo

From: Bobby Dovicsak <robertd3@gmail.com>
Sent: Sunday, October 27, 2019 2:51 PM
To: 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

1



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/INITIALS: *Greg Boggs*
ADDRESS: *609 Brass Creek Lane*
CITY: *Charlotte, NC*
STATE: *NC* ZIP CODE: *28214*
EMAIL: *gwboggs@gmail.com*

WOULD YOU LIKE TO BE ADDED TO THE CLT EA DISTRIBUTION LIST?
 YES NO

ADDITIONAL PAGE INCLUDED?
 YES NO

As a citizen of the City of Charlotte my hope is the city will make every effort to minimize the noise level of all airline traffic flying out of the airport.

Thank you!

Gaby Elizondo

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

Gaby Elizondo

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.Rutze@wellsfargo.com; nomellinnic@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/elt-capacity-ea/>

Gaby Elizondo

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 1 min, 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 trend 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 attitudes 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

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

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 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
 - Increased air-ground airport operations individually(je 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



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
RICK BARBER
ADDRESS
15004 CANE FIELD DR.
CHARLOTTE
CITY
NC 28273
STATE ZIP CODE
EMAIL
RBARBER17@AT.NET

WOULD YOU LIKE TO BE ADDED TO THE CLT EA DISTRIBUTION LIST?

YES NO

ADDITIONAL PAGE INCLUDED?

YES NO

- ① THE RUNWAY 1-19 ADDITIONS, THE CONCOURSE B EXPANSION TARMAC, AND THE CONCOURSE C EXPANSION TARMAC WILL ALL RESULT IN A CONSIDERABLE INCREASE IN STORM 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 33%. 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 BE STAGGERED SO THIS WON'T HAPPEN? TWO SOUND SOURCES AT 90db(A) EQUALS 93db(A).



CHARLOTTE NC 282

25 OCT 2019 PM 6 L



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

4524285733 0014

822 PINE FOREST RD
CHARLOTTE NC 28214

CHARLOTTE NC 282
07 NOV 2019 PM 3:1



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

45242-373375



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.

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CONTACT INFORMATION (OPTIONAL)

Troy Harkey
NAME/AFFILIATION
822 PINE FOREST RD
ADDRESS
CHARLOTTE
CITY
NC 28214
STATE ZIP CODE
THARKEY@CAROLINA.IRR.COM
EMAIL

WOULD YOU LIKE TO BE ADDED TO THE CLT EA
DISTRIBUTION LIST?

YES NO

ADDITIONAL PAGE INCLUDED?

YES NO

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 THIRD
PARALLEL RUNWAY. WE HAVE JET
AIRLINERS FLYING DIRECTLY OVERHEAD
AT APPROXIMATELY 1500', OFTEN AT
90-SECOND INTERVALS. SIMPLY CARRYING
ON A CONVERSATION, LISTENING TO MUSIC,
OR MAKING A PHONE CALL ARE IMPOSSIBLE.
PROPERTY SALES HAVE BEEN CANCELED
AS A RESULT OF A PLANE FLYING OVER
DURING BUYER VISITS. NOW, TO ADD TO
OUR MISERY, YOU ARE PROPOSING A FOURTH
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, I.e., CONTINUOUS DESCENT
APPROACHES. AND PLEASE SPREAD THE
LANDINGS OUT MORE... THERE'S NO REASON
EVERYONE MUST USE 18R TO LAND.



CHARLOTTE NC 282
18 NOV 2019 PM 2.1

RICHARD PHAM
6532 WAR EAGLE LN.
CHARLOTTE, NC 28214

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

45242-37375



COMMENT FORM

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CONTACT INFORMATION (OPTIONAL)

NAME/AFFILIATION: RICHARD PHAM
ADDRESS: 6532 WAR EAGLE LN
CITY: CHARLOTTE,
STATE: NC ZIP CODE: 28214
EMAIL: RICHARD.PHAM28214@GMAIL.COM

WOULD YOU LIKE TO BE ADDED TO THE CLT EA DISTRIBUTION LIST?

YES NO

ADDITIONAL PAGE INCLUDED?

YES NO

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 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 supplement health insurance to cover respiratory and auditory problems.

Thank you.

Environmental Assessment Virtual Presentation Posted December 3, 2020

Virtual Presentation Summary Report
Virtual Presentation
Public Comments with Responses

Charlotte Douglas International Airport

Capacity Enhancements Environmental Assessment

December 3, 2020

Virtual Presentation Summary Report



CLT
CHARLOTTE DOUGLAS®
INTERNATIONAL AIRPORT

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 ciudad de Charlotte (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.

PRINT MEDIA AFFIDAVITS

La Noticia™

The Spanish-Language Newspaper

AFFIDAVIT

I, Alvaro J. Gurdian, in my capacity as Sales Executive of the newspaper
(Name) (Title)

La Noticia in Charlotte, NC
(Newspaper Name) (City) (State)

hereby certify that the ROP/ Preprinted Inserts (choose one) for
(Advertiser)

Landrum & Brown

It was published in the above newspaper on 11/18/20
(Run Date)


Signature of Person Making Affidavit

Subscribed and sworn to before me in the County of Mecklenburg in the State of
(County)

NC, on this 02 day of February, 2021
(State) (Date) (Month) (Year)

Notary Public Seal:

Maria E. Benton
Notary Public Signature

February 22, 2022
Commission Expires

MARIA E. BENTON NOTARY PUBLIC UNION COUNTY, NC My Commission Expires February 22, 2022

PRINT MEDIA AFFIDAVITS CONTINUED

Advertising Affidavit

Customer N° 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 (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 requieren adaptaciones especiales, como asistencia de audio o video, para ver la presentación virtual, o si no hay acceso a Internet, por favor envíe un mensaje al 407-440-1060 antes del 30 de noviembre de 2020. Para obtener información adicional sobre la EA, visite el sitio web del proyecto.

THIS IS NOT A BILL, PLEASE PAY FROM INVOICE, THANK YOU

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:
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 Statutes of North Carolina

Publication Fee \$ 165.00

Invoice No N210548

[Signature]
Billing Specialist

11/19/20
Date

Newspaper Reference:

Sworn to and subscribed before me, this 19 day of Nov. 2020

[Signature]
Notary Public

My Commission expires: Apr 3, 2024

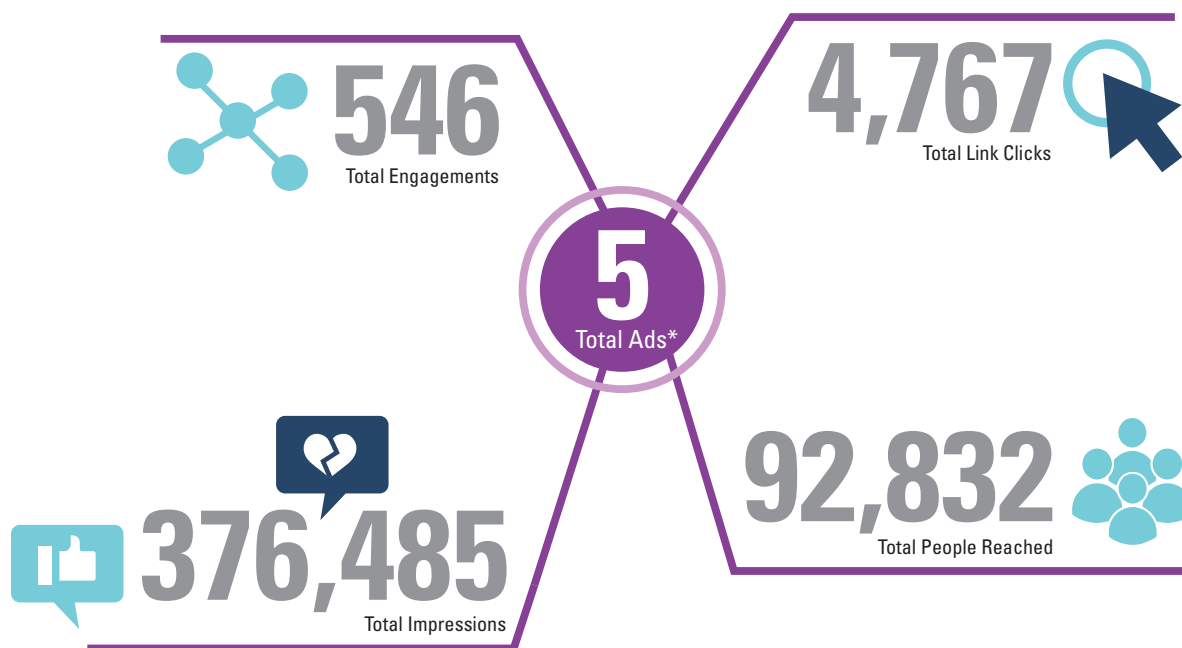
Social Media Campaign

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.

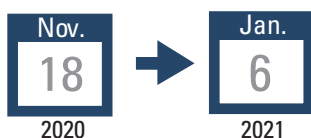
The social media campaign used demographic and geographic targeting methods to reach the people most affected by the project. The first set of ads announced the virtual presentation

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.

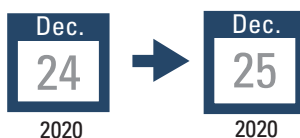
SOCIAL MEDIA HIGHLIGHTS



Ad Lifetime



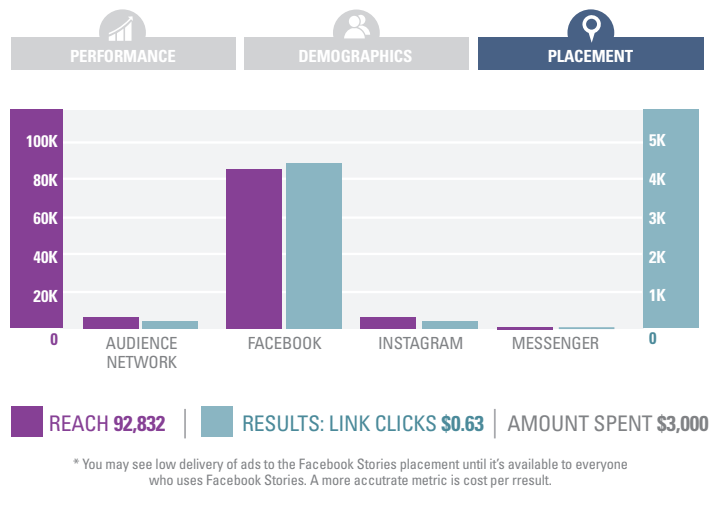
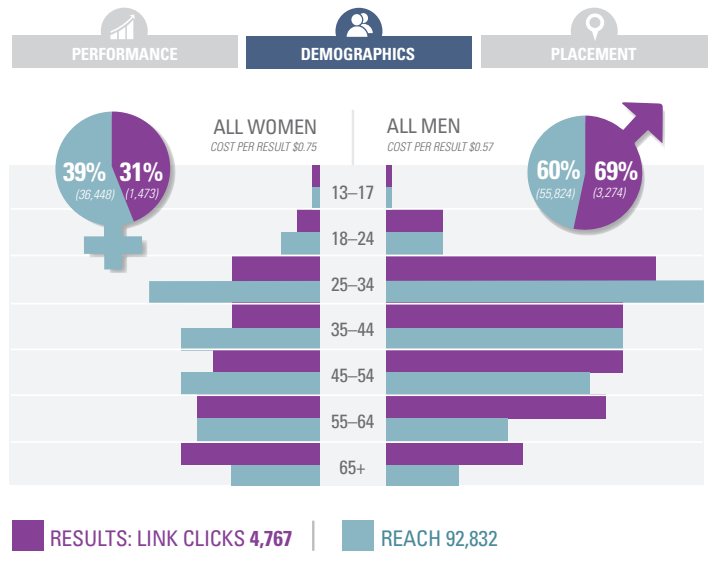
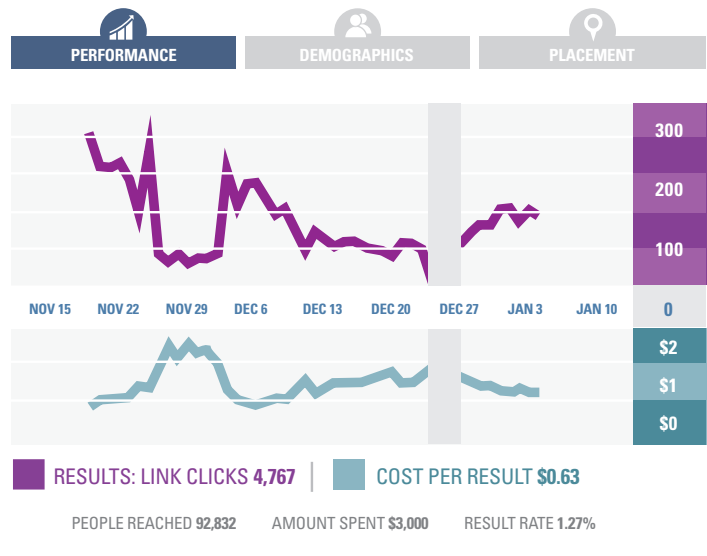
Ads Paused



*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

Charlotte Douglas International Airport - CLT
Sponsored

Find out how the City of Charlotte is proposing to increase terminal gate and runway capacity at CLT.



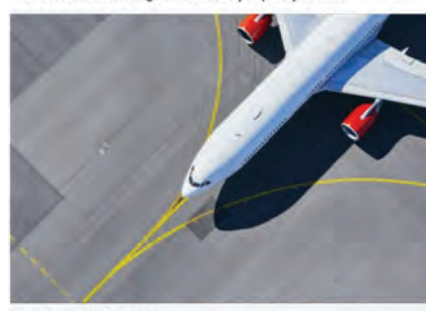
AIRPORTPROJECTS.NET
Comment by January 4th [Learn More](#)
Watch the virtual presentation.

👍👎👏 26 6 comments 2 shares

Like Comment Share

Charlotte Douglas International Airport - CLT
Sponsored

Want to be a part of CLT's future? Find out how we are proposing to increase terminal gate and runway capacity at CLT.




AIRPORTPROJECTS.NET
Comment by January 4th [Learn More](#)
Watch the virtual presentation.

👍👎👏 16 5 comments 5 shares

Like Comment Share

Charlotte Douglas International Airport - CLT
Sponsored

We are proposing to increase terminal gate and runway capacity at CLT and we want to hear from you




AIRPORTPROJECTS.NET
Comment by January 4th [Learn More](#)
Watch the virtual presentation.

👍👎👏 35 34 comments 4 shares

Like Comment Share

Instagram

cltairport
Sponsored



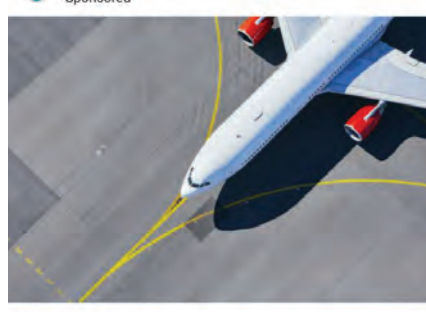
[Learn More](#)

👍👎👏 📌

cltairport Find out how the City of Charlotte is proposing to increase terminal gate and runway... more

Instagram

cltairport
Sponsored




[Learn More](#)

👍👎👏 📌

cltairport Want to be a part of CLT's future? Find out how we are proposing to increase terminal gate... more

Instagram

cltairport
Sponsored



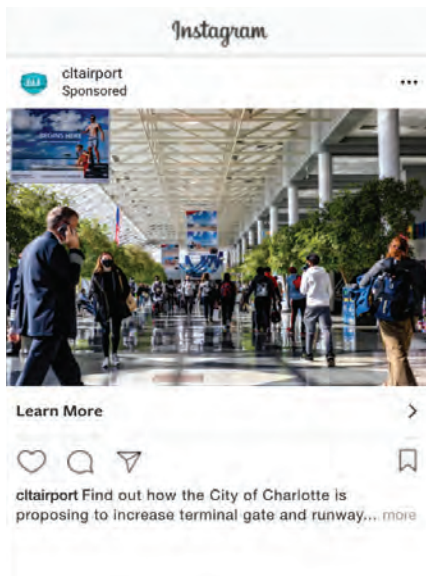
[Learn More](#)

👍👎👏 📌

cltairport We are proposing to increase terminal gate and runway capacity at CLT and we want to he... more

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 \(https://tinyurl.com/8k4898nd\)](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 \(https://tinyurl.com/2z3bwemk\)](https://tinyurl.com/2z3bwemk) page. The presentation video reviewed the EA 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.

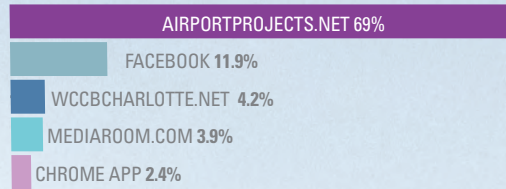
The video was viewed approximately 1,500 times during this period and was made available to watch with closed captions in both English and Spanish.



VIRTUAL PRESENTATION ANALYTICS

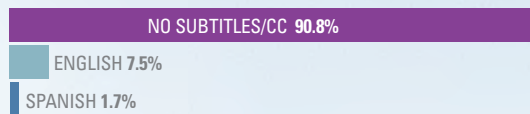
TRAFFIC SOURCE: EXTERNAL

IEWS • SINCE PUBLISHED



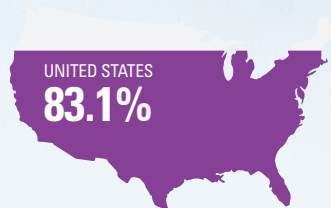
TOP SUBTITLE/CC LANGUAGES

IEWS • SINCE UPLOADED (LIFETIME)



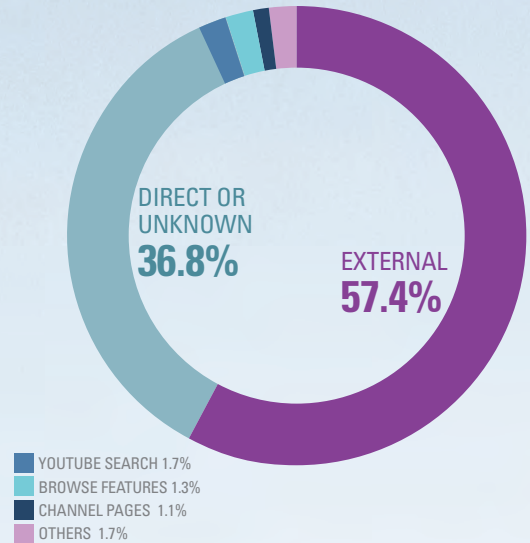
TOP GEOGRAPHIES

IEWS • SINCE UPLOADED (LIFETIME)



TRAFFIC SOURCE TYPES

IEWS • SINCE PUBLISHED



YOUTUBE DATA

1.2K
UNIQUE VIEWERS

1.5K
VIEWS

517
IMPRESSIONS

6.8%
IMPRESSIONS CLICK-THROUGH 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
<p>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?</p> <p>Walter Kurtz</p>	Walter Kurtz	12/3/20	Email
<p>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.</p> <p>Thank You, Michael Sulewski</p>	Michael Sulewski	12/3/20	Email

continue



COMMENT	NAME	DATE	SOURCE
<p>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 eminent 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 eminent 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.</p> <p>Sincerely, Rene Berube</p>	<p>Rene Berube</p>	<p>12/19/20</p>	<p>Email</p>
<p>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?</p> <p>Hoping for a response, RO</p>	<p>Robert Ort</p>	<p>11/21/20</p>	<p>Email</p>
<p>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.</p> <p>Thanks, CJ LaCour, PSAMEC</p>	<p>CJ LaCour</p>	<p>11/27/20</p>	<p>Email</p>

continue

COMMENT	NAME	DATE	SOURCE
<p>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 cyclical nature 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.</p> <p>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.</p>	Chris Fay	12/17/20	Email
<p>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.</p>	Cameron Milliner	12/18/20	Email

continue

COMMENT	NAME	DATE	SOURCE
<p>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.</p> <p>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.</p> <p>2) Runway Delays was listed numerous times as a source for both of the projects (runway 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!</p> <p>Nelson Slinkard</p>	<p>Nelson Slinkard</p>	<p>12/18/20</p>	<p>Email</p>

continue



COMMENT	NAME	DATE	SOURCE
<p>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 do 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.</p> <p>Sincerely, Kurt Wiesenberger</p>	<p>Kurt Wiesenberger</p>	<p>12/19/20</p>	<p>Email</p>
<p>Hello,</p> <p>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 their 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.</p> <p>Thank you, Ben Miley</p>	<p>Ben Miley</p>	<p>12/19/20</p>	<p>Email</p>
<p>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.</p> <p>Alexandre Gauthier</p>	<p>Alexandre Gauthier</p>	<p>12/29/20</p>	<p>Email</p>

continue

COMMENT	NAME	DATE	SOURCE
<p>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 over-top 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.</p>	David Hood	1/1/21	Email
<p>Kindly accept the following comments into public record for the Charlotte Airport Environmental Assessment;</p> <p>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.</p> <p>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.</p> <p>You can view real time flights at this website; https://www.flightradar24.com/</p> <p>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.</p>	Kevin Vesely	1/3/21	Email

continue

COMMENT	NAME	DATE	SOURCE
<p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p> <p>Why can't CLT simply;</p> <ul style="list-style-type: none"> 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. 			

continue

COMMENT	NAME	DATE	SOURCE
<p>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.</p> <p>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?</p> <p>3) How much more air pollution is expected under this proposal?</p> <p>4) How much more noise pollution is expected under this proposal?</p> <p>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?</p> <p>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?</p> <p>7) What media outlets are used for public outreach for notification to ALL citizens affected and impacted by overflights from this proposal?</p> <p>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?</p> <p>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.</p> <p>https://www.youtube.com/watch?v=W2PM00kxsEg&feature=youtu.be</p> <p>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?</p>			

continue

COMMENT	NAME	DATE	SOURCE
<p>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?</p> <p>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?</p> <p>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.</p> <p>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?</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>Thank you for your consideration</p> <p>Respectfully, Kevin Vesely</p>			

continue

COMMENT	NAME	DATE	SOURCE
<p>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</p> <p>Thank, Mark</p>	Mark Dorsey	1/4/21	Email
<p>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.</p>	Michael Wegner	1/4/21	Email
<p>Would like to subscribe to the notifications. Thanks.</p>	Christopher Jones	12/14/20	Email
<p>Please include me on updates</p>	Michael Mettler	12/16/20	Email
<p>I would like to subscribe to request to get updates during the EA Process.</p> <p>Thank you. John Fargher</p>	John Fargher	12/18/20	Email
<p>This was the link for public information. Is this where we can ask questions?</p> <p>Thank You</p>	Christopher Jones	12/18/20	Email
<p>Please be certain that I am included on information circulation about CLT future plans. Thank you very much.</p>	David Nichols	12/7/20	Email



CHARLOTTE

A2-2450

CLT
CHARLOTTE DOUGLAS®
INTERNATIONAL AIRPORT



1

Charlotte Douglas International Airport | Capacity Enhancements Environmental Assessment


Purpose

- Provide an Environmental Assessment (EA) Process Overview
- Identify Purpose and Need
- Identify Alternatives Developed and Considered
- Review Public Input Opportunities

2

2

Charlotte Douglas International Airport | Capacity Enhancements Environmental Assessment



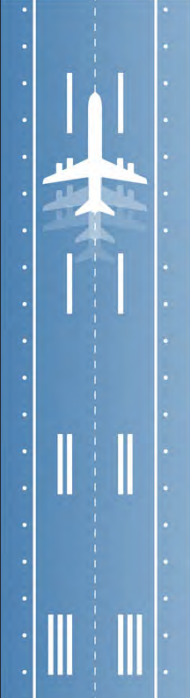
Conversion from an Environmental Impact Statement (EIS) to an Environmental Assessment (EA)

- 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.

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Charlotte Douglas International Airport | Capacity Enhancements Environmental Assessment



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

- 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 Environmental Assessment (EA).

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Conversion from an Environmental Impact Statement (EIS) to an Environmental Assessment (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 and indirect, environmental impacts that may result from the Proposed Action.
- The Airport Sponsor expects to complete the EA in 2021. The City of Charlotte will prepare the EA in accordance with NEPA, all applicable federal regulations, and FAA guidance.

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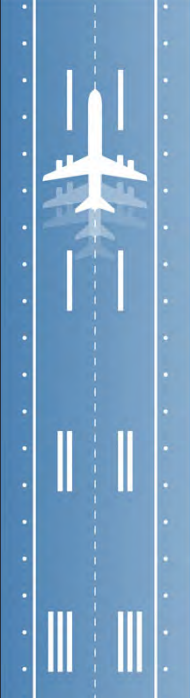
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Comparison of the CLT EIS and CLT EA Scope and Process

	CLT EIS	CLT EA
Purpose	<ul style="list-style-type: none"> ▪ Analyze and disclose impacts from the Proposed Action ▪ Identify mitigation measures for significant impacts 	<i>Same as the EIS</i>
Process Management	FAA	Airport Sponsor
Agency Coordination	Formal coordination with regulatory agencies	<i>Same as the EIS</i>
Analysis	<ul style="list-style-type: none"> ▪ Analyze impacts of each alternative for 15 environmental resource categories ▪ Identify mitigation measures for significant impacts 	<i>Same level of effort as the EIS</i>
Public Involvement	<ul style="list-style-type: none"> ▪ Two public meetings ▪ One Public Hearing 	<i>Same as the EIS</i>
Comment Period	Minimum of 45 days	<i>Same as the EIS</i>
Federal Determination	FAA prepares a federal decision and identifies any mitigation commitments	<i>Same as the EIS</i>

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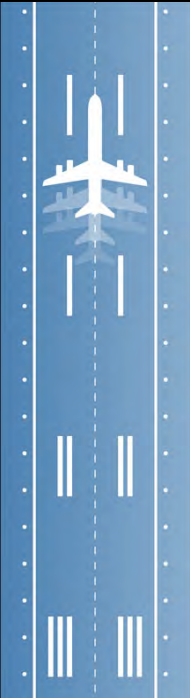
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What is the National Environmental Policy Act (NEPA)?

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.

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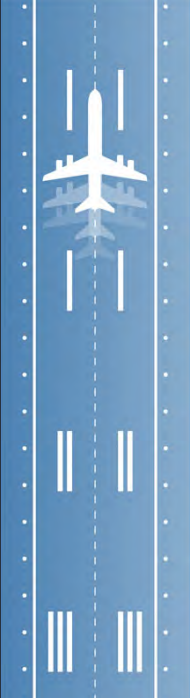
What is an Environmental Assessment (EA)?

- 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.

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Charlotte Douglas International Airport | Capacity Enhancements Environmental Assessment



Roles and Responsibilities for Preparing the EA

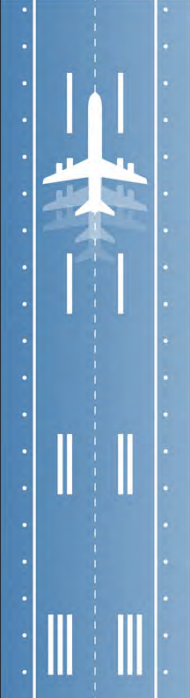
The City of Charlotte is the Airport Sponsor

- Responsible for the development and direction of the EA content in accordance with NEPA, all applicable federal regulations, and 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

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Roles and Responsibilities for Preparing the EA

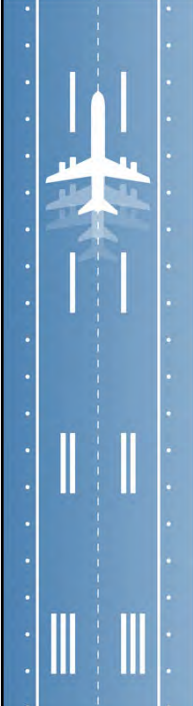
The FAA is the Lead Federal Agency

- Responsible federal agency 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

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Roles and Responsibilities for Preparing the EA

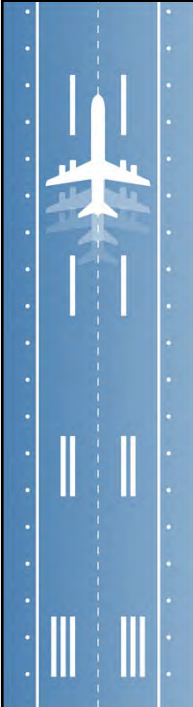
The FAA is the Lead Federal Agency

- Determines whether it may take the federal actions necessary to allow implementation of the project.
- Ensures compliance with:
 - National Environmental Policy Act (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)

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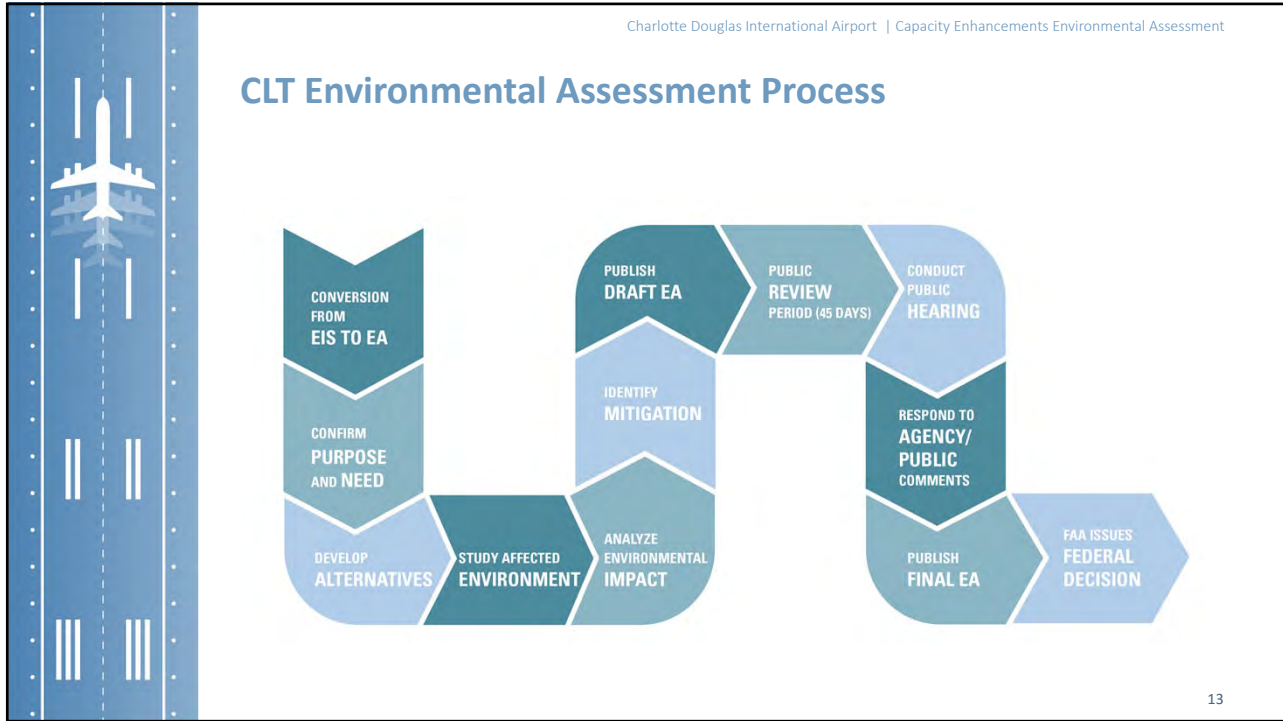
Roles and Responsibilities for Preparing the EA

Landrum & Brown leads the Consultant Team

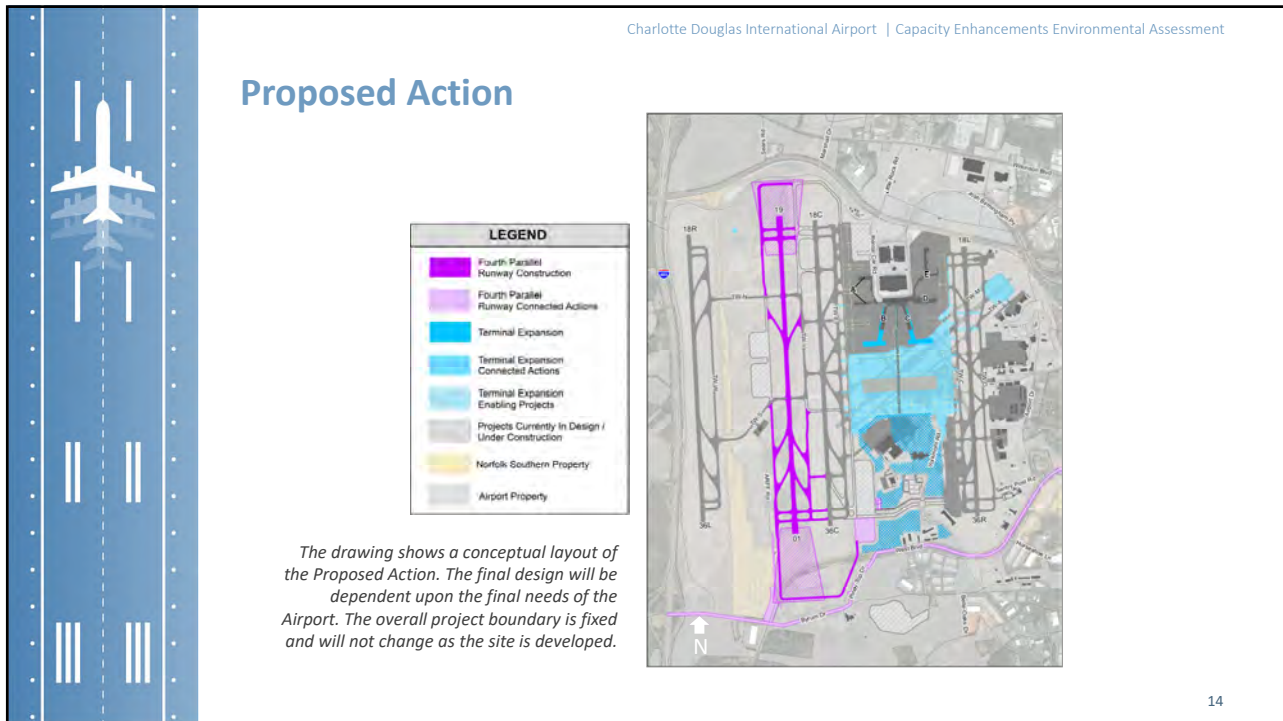
- Works under the direction of the Airport Sponsor to prepare the EA
- Directs the work of subconsultants

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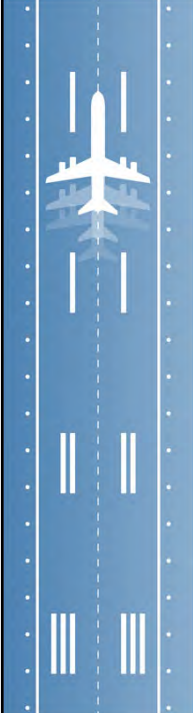


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Environmental Resource Categories

- 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

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Charlotte Douglas International Airport | Capacity Enhancements Environmental Assessment



Environmental Resource Categories

- 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

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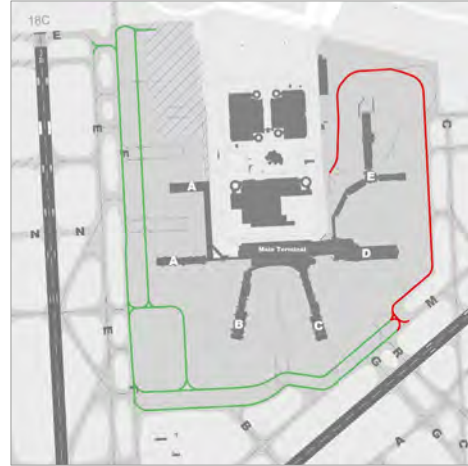
16

Needs for the Proposed Action

1. Insufficient terminal gate capacity and ramp congestion

Year	Number of Gates Required	Additional Gates Needed
2028	140	20
2033	150	30

— Single bidirectional taxilane
— Dual parallel taxilane



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Needs for the Proposed Action

2. Insufficient runway capacity to meet future demand at acceptable levels of runway delay


Year	All Weather Average Throughput	Percent Increase in Throughput	All Weather Average Runway Delay (minutes per operation)	Percent Increase in Runway Delay
2016	117	n/a	6.2	n/a
2028	132	13%	7.5	21%
2033	137	4%	9.4	24%

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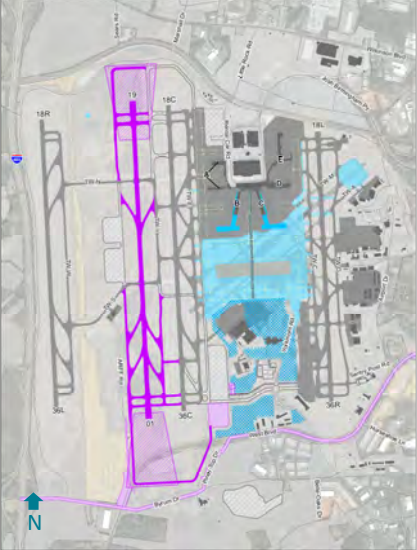
Charlotte Douglas International Airport | Capacity Enhancements Environmental Assessment

Proposed Action



LEGEND	
	Fourth Parallel Runway Construction
	Fourth Parallel Runway Connected Actions
	Terminal Expansion
	Terminal Expansion Connected Actions
	Terminal Expansion Enabling Projects
	Projects Currently in Design / Under Construction
	Norfolk Southern Property
	Airport Property

The drawing shows a conceptual layout of the Proposed Action. The final design will be dependent upon the final needs of the Airport. The overall project boundary is fixed and will not change as the site is developed.




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Alternatives Analysis Regulations and Guidance

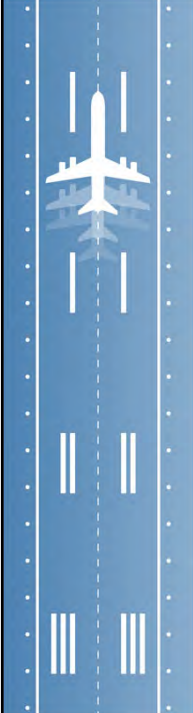


- Consideration of alternatives during the environmental review process is considered by the Council on Environmental Quality (CEQ) as the heart of the NEPA process.
- It includes identifying all reasonable and feasible alternatives that meet the Purpose and Need of the project with a lesser environmental consequence.

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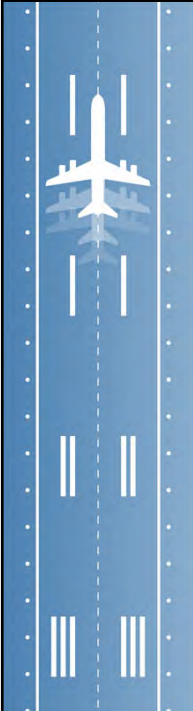
Alternatives Analysis Regulations and Guidance

- Federal Aviation Administration (FAA) guidance under Orders 1050.1F and 5050.4B, requires a thorough and objective assessment of the Proposed Action, the no action alternative, and all reasonable alternatives that would achieve the stated Purpose and Need for the action.
- There is no requirement for a specific number of alternatives or a specific range of alternatives to be included in an EA.

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Alternatives Analysis Regulations and Guidance

- Alternatives are to be considered to the degree commensurate with the nature of the proposed action and agency experience with the environmental issues involved.
- For alternatives considered but eliminated from further study, the EA should briefly explain why these were eliminated.

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Range of Alternatives Considered

- Alternatives were derived from the Airport Capacity Enhancement Plan (ACEP), EIS, and EA process.
- A range of alternatives were considered for each need in the EA which included:
 - No Action
 - Off-Airport
 - On-Airport

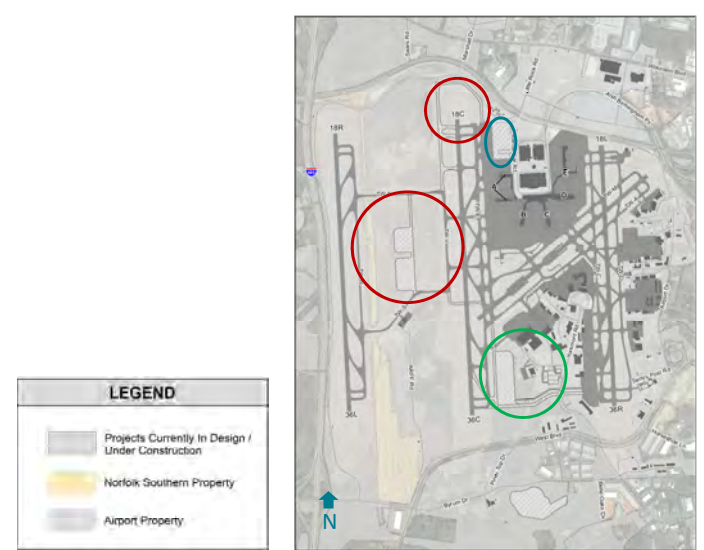
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Projects Currently in Design / Construction



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Off-Airport Alternatives

- The following Off-Airport alternatives were considered but eliminated because they did not address the needs at CLT.
 - Construction of a New Airport
 - Use of Existing Airports
 - Alternative Modes of Transportation
 - Non-Aviation Technological Improvements
 - Aviation Technological Improvements

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On-Airport Alternatives to address the insufficient terminal gate capacity and ramp congestion

- Expand Existing Terminal
 - Proposed Action
 - Concourse A
- Construct a Satellite Terminal



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On-Airport Alternatives to address the insufficient runway capacity to meet future demand at acceptable levels of delay

Alternative 1 (Proposed Action):

New 10,000-foot runway with a 1,200' separation from runway 18C/36C

- ✓ Meet Purpose and Need (<7 Minutes Average Running Delay)?
- ✓ Reasonable and Feasible Alternative Based on Timeframe and Cost?
- ✓ Carried Forward for Further Analysis?

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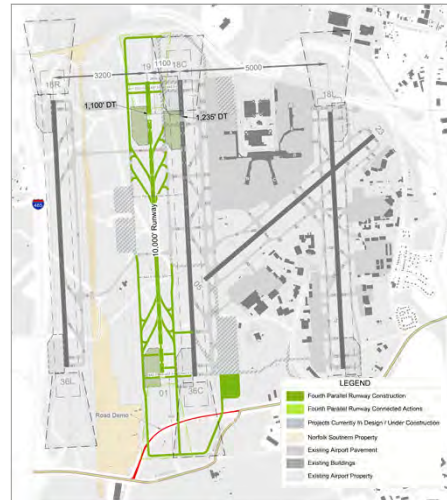
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On-Airport Alternatives to address the insufficient runway capacity to meet future demand at acceptable levels of delay

Alternative 2:

New 10,000-foot runway with a 1,100' separation from runway 18C/36C

- ✓ Meet purpose and need (<7 Minutes average running delay)?
- ✓ Reasonable and feasible alternative based on timeframe and cost?
- ✓ Carried forward for further analysis?



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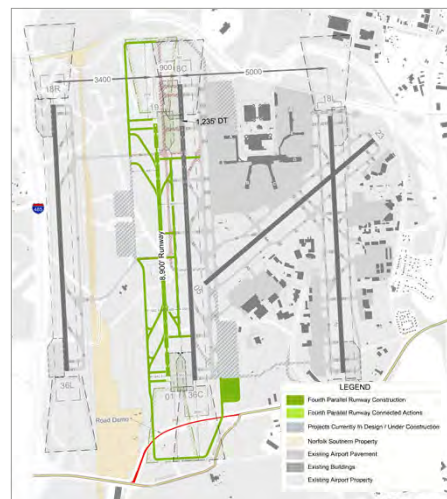
29

On-Airport Alternatives to address the insufficient runway capacity to meet future demand at acceptable levels of delay

Alternative 3:

New 8,900-foot runway with a 900' separation from runway 18C/36C

- ✓ Meet purpose and need (<7 Minutes average running delay)?
- ✓ Reasonable and feasible alternative based on timeframe and cost?
- ✓ Carried forward for further analysis?



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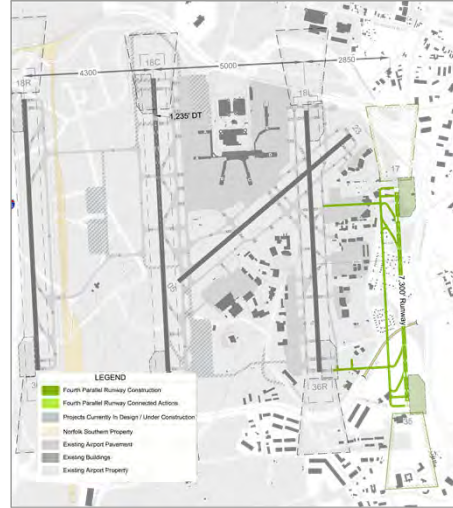
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On-Airport Alternatives to address the insufficient runway capacity to meet future demand at acceptable levels of delay

Alternative 4:

New 7,300-foot runway with a 2,850' separation from runway 18L/36R

- ✓ Meet purpose and need (<7 Minutes average running delay)?
- ✗ Reasonable and feasible alternative based on timeframe and cost?
- ✗ Carried forward for further analysis?

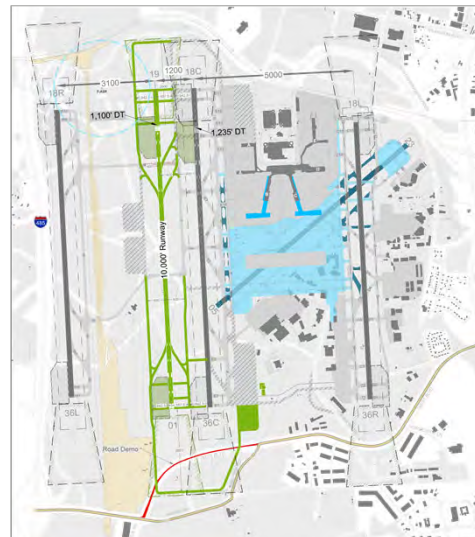


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Alternatives to be Carried Forward in the EA

Proposed Action - Alternative 1

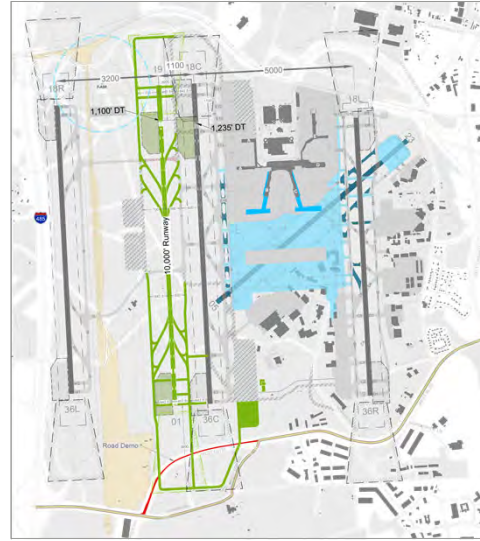
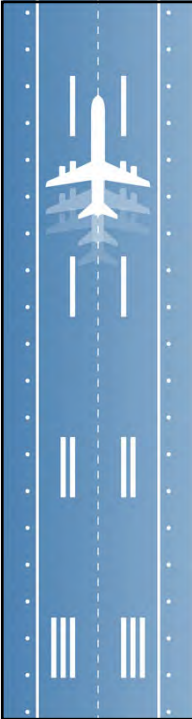


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Alternatives to be Carried Forward in the EA

Alternative 2

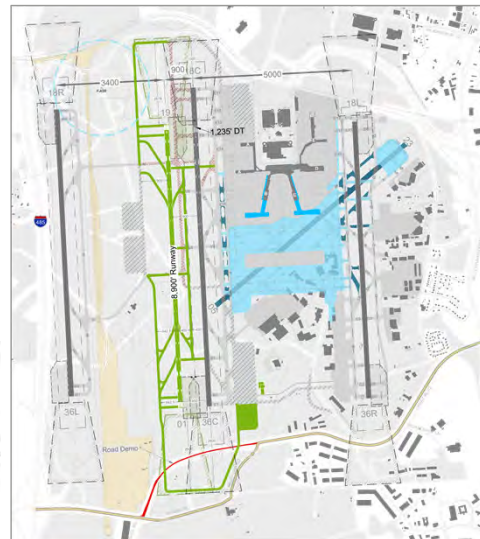
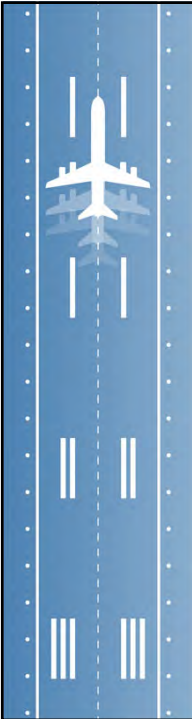


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Alternatives to be Carried Forward in the EA

Alternative 3



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Timeframe/Major Milestones

WINTER 2020
EVALUATE IMPACTS

SPRING 2021
PUBLISH THE DRAFT EA;
HOLD PUBLIC REVIEW PERIOD AND PUBLIC MEETINGS

SUMMER 2021
PUBLISH THE FINAL EA;
FAA ISSUES FEDERAL DECISION

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How to Comment

Please submit your comments by
January 4, 2021 using one of these methods:

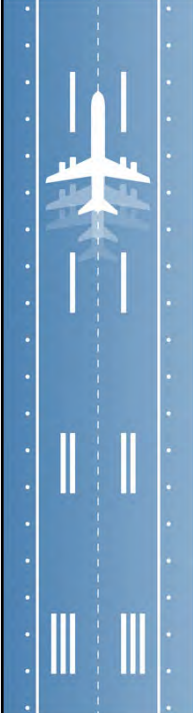
<p>EMAIL</p> <p>CLTCapacityEA@landrum-brown.com</p>	<p>MAIL</p> <p>Sarah Potter 4445 Lake Forest Dr, Suite 700 Cincinnati, OH 45242</p>
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All comments must be submitted or postmarked by
January 4, 2021

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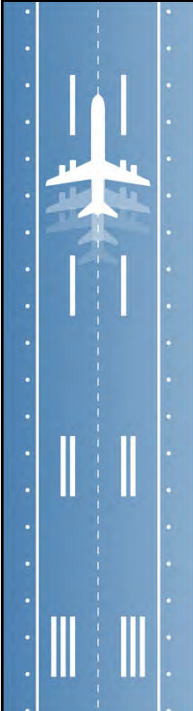
COVID Impact on Proposed Action

- 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.

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Charlotte Douglas International Airport | Capacity Enhancements Environmental Assessment



COVID Impact on Proposed Action

- CLT officials will monitor actual traffic and delays in addition to short-term forecasts to determine the most appropriate timing of the EA projects.
- Given that the design and construction of the EA projects is estimated to take approximately seven years, CLT is continuing to move forward on the EA.

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From: RobertLOI
To: CLTCapacityEA
Subject: CLT expansion
Date: Saturday, November 21, 2020 5:59:11 PM

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 [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
386.882.6005

From: CLTCapacityEA
To: Walter Kurtz
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 <wkurtz@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: CLTCapacityEA
To: Michael Sulewski
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: 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 11:37 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: CLTCapacityEA
To: Janet Brooks
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 CPFSM
Marketing Manager



CLARK NEXSEN
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: CLTCapacityEA
To: [Chris Fay](mailto:Chris.Fay)
Subject: RE: Expertise Requested - Capital Project Management
Date: Friday, February 19, 2021 4:49:00 PM

Please contact Mark Webke, CLT Planning Director at mdwebke@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 cyclicity 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](mailto:John.Fargher)
Subject: RE: Request Updates
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@essassociates.com>
Sent: Friday, December 18, 2020 3:58 PM
To: CLTCapacityEA <CLTCapacityEA@landrum-brown.com>
Subject: Request Updates

I would like to subscribe to request to get updates during the EA Process.

Thank you.
John Fargher

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From: CLTCapacityEA
To: Cameron Milliner
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 Dailas 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: CLTCapacityEA
To: Nelson Slinkard
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 (s) usually preferred for efficiency." This is especially true at CLT where operations primarily occur on the three parallel 18/36 runways. A new east-west (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.

2) Runway

Delays was listed numerous times as a source for both of the projects (runway 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

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Sent from Gmail on iPhone

From: CLTCapacityEA
To: Kurt Wiesenberger
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 do 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
4502 Inlet Point Court
Charlotte, NC 28216

From: [CLTCapacityEA](mailto:CLTCapacityEA@landrum-brown.com)
To: Ben Milley
Subject: 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 Milley <benmilley@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 Milley <benmilley@gmail.com>
Date: Sat, Dec 19, 2020, 11:35 AM
Subject: Charlotte airport expansion concerns
To: <CLTCapacityEA@landrum-brown.com>

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 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.

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Alexandre Gauthier

From: CLTCapacityEA
To: David Hood
Subject: RE: Comment on clt airport expansion proposals
Date: Friday, February 19, 2021, 4:55:00 PM

West Blvd.

Atlanta built runway bridges to go overtop of existing roads and highways. Why was this not considered for Charlotte?

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 185 north of the airport. Additionally, there is a great deal of truck traffic of

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: CLT@macmillanVA.com
To: Kevin Wessely
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 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 reasonable 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) 346 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

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 *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.

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=W2PM00kxEG&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 air-lines 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

conducts planning studies to implement on-airport projects as needed.

From: Kevin Vesely <yjetnoise@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 <yjetnoise@gmail.com>
Date: Sun, Jan 3, 2021 at 5:44 PM
Subject: Comments - Virtual Presentation for the Capacity Enhancements Environmental Assessment at CLT,
To: <CLTCapacityEA@landrum-brown.com>

Kindly accept the following comments in the attached word document. Please confirm receipt of this email.
Regards
Kevin Vesely

From: CLTCapacityEA
To: mark.dorsey
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: CLTCapacityEA
To: Michael Wegner
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

City is and will remain a super profitable part of the region's economy. The bottlenecks at 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: CLTCapacityEA
To: [Christopher Jones](mailto:Christopher.Jones)
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 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

**Draft Environmental Assessment
Public Workshops and Hearings
May 17 and 18, 2021**

Public Outreach Summary Report
Workshop Presentation
Public Hearing Transcripts

Charlotte Douglas International Airport

Capacity Enhancements Environmental Assessment

Public Workshop and Hearing Summary Report
May 17 & 18, 2021



Overview

The City of Charlotte (Airport Sponsor) released the Draft Environmental Assessment (EA) for the Charlotte Douglas International Airport (CLT) Capacity Enhancement Projects to the public on April 16, 2021 through the project website, initiating a 45-day comment period. The public was given until June 1, 2021 to review and make comments on the Draft EA through email and U.S. Postal Service mail correspondence, or by making a statement at one of the virtual Public Hearings. All of the comments were reviewed and responded to in the Final EA document (see Appendix L, Responses to Comments).

Because of the COVID-19 public health emergency, no in-person public meetings were held to review the Draft EA. Virtual Public Workshops and Public Hearings were held instead to allow the project team the opportunity to update the public on the status of the EA and allow the public to verbally submit comments. The release of the Draft EA, the virtual Public Workshops, and Public Hearings were promoted through print ads, digital media, and social media campaigns. Notifications were also distributed via email to the project's extensive email database on April 16, 2021. The notifications included a phone number which the public could call to request an appointment to view a hard copy of the Draft EA and to request translation or language services for the Public Workshop and Public Hearing. Three additional notifications were distributed by CLT through the Connections email database, the Airport Neighborhood Update, and through a press release on May 12, 2021.



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Print Media Campaign

CLT Charlotte Douglas International Airport
CAPACITY ENHANCEMENTS ENVIRONMENTAL ASSESSMENT

The City of Charlotte has released the **Draft Environmental Assessment** for the **Charlotte Douglas International Airport Capacity Enhancement Projects**

The City of Charlotte is announcing the release of the Draft Environmental Assessment (EA) for the CLT Capacity Enhancement Projects for public review. The Draft EA can be viewed at the project website at airportprojects.net/clt-capacity-ea/.

There will be two opportunities in May to attend public workshops and hearings to discuss the Draft EA. Due to the ongoing COVID-19 public health emergency, both will be held online. The public workshop will allow the project team to update the public on the Draft EA and the next steps. The public hearing is an opportunity for the public to make statements regarding the Draft EA. Visit the project website at airportprojects.net/clt-capacity-ea/ to register to attend a public workshop or if you would like to make comments at the hearing.

If special accommodations, such as audio or visual assistance, are required to participate in the public workshops or public hearings, or if Internet access is not available, please leave a message at **407-440-1060** by May 3, 2021.

MEETING DATES

Monday, May 17, 2021
Public Workshop begins at 1pm
Public Hearing begins at 2pm

Tuesday, May 18, 2021
Public Workshop begins at 6pm
Public Hearing begins at 7pm

A paper copy of the Draft EA is available for public review at CLT Center, **5601 Wilkinson Boulevard, Charlotte, NC 28208**.

To make an appointment to review the Draft EA, please contact:
Amber Leathers, Planning & Environmental Manager
Charlotte Douglas International Airport
(704) 560-1820

If you have important information that has not been considered in this document or comments on the Draft EA, please send your written/email comments to the following:
Sarah Potter, Associate Vice President
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45255
Email: CLTCapacityEA@landrum-brown.com

Comments are due no later than 5pm Eastern Time on June 1, 2021. If submitting via the U.S. Postal Service, your comment must be postmarked by that date. Before including your name, address and 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.

CLT Charlotte Douglas International Airport
For additional information about the Draft EA, please visit the project website: airportprojects.net/clt-capacity-ea/

The release of the Draft EA and the virtual Public Workshops and Public Hearings were advertised in local Charlotte newspapers, including *The Charlotte Observer*, *Que Pasa Mi Gente*, and *La Noticia*, thirty days prior to the meeting dates. The ads, translated for the Spanish-language newspapers, announced the availability of the Draft EA for review and comment, and promoted the online Public Workshops and Public Hearings, including instructions on how to attend the online webinars.



CHARLOTTE OBSERVER
4/16/21 (Display Ad)

QUE PASA MI GENTE
4/20/21



La ciudad de Charlotte ha publicado el **Borrador de la Evaluación ambiental** de los **proyectos de mejora en la capacidad del Aeropuerto Internacional Charlotte Douglas**

La ciudad de Charlotte anuncia la publicación del Borrador de la Evaluación ambiental (EA) de los proyectos de mejora en la capacidad del CLT para la revisión pública. El Borrador de la EA puede consultarse en el sitio web del proyecto en airportprojects.net/clt-capacity-ea/.

En mayo habrá dos oportunidades de asistir a talleres y audiencias públicas para discutir el Borrador de la EA. Debido a la emergencia de salud pública por COVID-19, ambos se llevarán a cabo en línea. El taller público permitirá al equipo del proyecto poner al día al público sobre el Borrador de la EA y los próximos pasos. La audiencia pública es una oportunidad para que el público exponga sus opiniones sobre el Borrador de la EA. Regístrese para asistir a un taller público o si desea hacer comentarios en la audiencia en el sitio web del proyecto en airportprojects.net/clt-capacity-ea/.

Si se requieren adaptaciones especiales, como asistencia de audio o visual, para participar en los talleres públicos o en las audiencias públicas, o si no hay acceso a Internet, deje un mensaje al **407-440-1060** antes del 3 de mayo de 2021.

Fechas de las reuniones:
Lunes, 17 de mayo de 2021
El taller público comienza a la 1:00 p.m.
La audiencia pública comienza a las 2:00 p.m.
Martes, 18 de mayo de 2021
El taller público comienza a las 6:00 p.m.
La audiencia pública comienza a las 7:00 p.m.

Una copia en papel del Borrador de la EA está disponible para la revisión pública en CLT Center, 5601 Wilkinson Boulevard, Charlotte, NC 28208. Para concertar una cita para revisar el Borrador de la EA, póngase en contacto con:

Amber Leathers, *Directora de Planificación y Medio Ambiente*
Charlotte Douglas International Airport (704) 560-1820


Si tiene información importante que no se ha tenido en cuenta en este documento o comentarios sobre el Borrador de la EA, envíe sus comentarios por escrito o por correo electrónico a la siguiente dirección:

Sarah Potter, *Associate Vice President*, Landrum & Brown
4445 Lake Forest Drive, Suite 700, Cincinnati, OH 45255
Correo electrónico: CLTCapacityEA@landrum-brown.com

Los comentarios deben enviarse antes de las 5:00 p.m. hora del este, del 1 de junio de 2021. Si su comentario lo envía a través del Servicio Postal de EE. UU., debe llevar el sello postal anterior a esa fecha. Antes de incluir en su comentario su nombre, dirección y 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.

Para obtener más información sobre el Borrador de la EA, visite el sitio web del proyecto: airportprojects.net/clt-capacity-ea/

LA NOTICIA
4/21/21



La ciudad de Charlotte ha publicado el **Borrador de la Evaluación ambiental** de los **proyectos de mejora en la capacidad del Aeropuerto Internacional Charlotte Douglas**

La ciudad de Charlotte anuncia la publicación del Borrador de la Evaluación ambiental (EA) de los proyectos de mejora en la capacidad del CLT para la revisión pública. El Borrador de la EA puede consultarse en el sitio web del proyecto en airportprojects.net/clt-capacity-ea/.

En mayo habrá dos oportunidades de asistir a talleres y audiencias públicas para discutir el Borrador de la EA. Debido a la emergencia de salud pública por COVID-19, ambos se llevarán a cabo en línea. El taller público permitirá al equipo del proyecto poner al día al público sobre el Borrador de la EA y los próximos pasos. La audiencia pública es una oportunidad para que el público exponga sus opiniones sobre el Borrador de la EA. Regístrese para asistir a un taller público o si desea hacer comentarios en la audiencia en el sitio web del proyecto en airportprojects.net/clt-capacity-ea/. Si se requieren adaptaciones especiales, como asistencia de audio o visual, para participar en los talleres públicos o en las audiencias públicas, o si no hay acceso a Internet, deje un mensaje al **407-440-1060** antes del 3 de mayo de 2021.

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Amber Leathers, *Directora de Planificación y Medio Ambiente*
Charlotte Douglas International Airport (704) 560-1820

Si tiene información importante que no se ha tenido en cuenta en este documento o comentarios sobre el Borrador de la EA, envíe sus comentarios por escrito o por correo electrónico a la siguiente dirección:

Sarah Potter, *Associate Vice President*, Landrum & Brown
4445 Lake Forest Drive, Suite 700, Cincinnati, OH 45255
Correo electrónico: CLTCapacityEA@landrum-brown.com

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Para obtener más información sobre el Borrador de la EA, visite el sitio web del proyecto: airportprojects.net/clt-capacity-ea/

PRINT MEDIA AFFIDAVITS

CHARLOTTE OBSERVER

4/16/21 (Legal Ad)

4/13/2021

Adportal Self Service Advertising Confirmation

THANK YOU for your legal submission!

Your legal has been submitted for publication. Below is a confirmation of your legal placement. You will also receive an email confirmation.

ORDER DETAILS

Order Number:
IPL0019164
Order Status:
Submitted
Classification:
Legals & Public Notices
Package:
CLT - Legal Ads
Final Cost:
1,648.72
Payment Type:
Mastercard
User ID:
IPL0027536

ACCOUNT INFORMATION

Sharp & Company Sharp & Company
794 Nelson St
Rockville, MD 20850
301-685-6525
kevinp@sharppandco.com

PAYMENT DETAILS

Mastercard*****5604 05/2023

TRANSACTION REPORT

Date
4:16 PM - Tue, Apr 13, 2021
Amount:
1,648.72

SCHEDULE FOR AD NUMBER IPL00191640

Fri Apr 16, 2021
The Charlotte Observer

PREVIEW FOR AD NUMBER IPL00191640

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT AND SECTION 106 REVIEW AND NOTICE OF PUBLIC HEARING FOR THE CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT CAPACITY ENHANCEMENT PROJECT, CHARLOTTE, NORTH CAROLINA

In accordance with the National Environmental Policy Act (NEPA), the City of Charlotte Aviation Department is announcing the availability of the Draft Environmental Assessment (EA) and Section 106 evaluation for the Proposed Capacity Enhancements at Charlotte Douglas International Airport (CLT). The Draft EA was prepared to disclose the potential environmental impacts resulting from the proposed project at CLT.

The Proposed Action includes the construction of a new fourth parallel runway and associated exits and taxiways and expansion of the terminal (Concourse B and C building and ramp). The City of Charlotte Aviation Department, in cooperation with the Federal Aviation Administration (FAA), prepared this EA document to present the purpose and need for the proposed action, analysis of reasonable alternatives, including the No Action alternative, discussion of environmental impacts for each reasonable alternative, and supporting appendices.

The Proposed Action would encroach upon approximately 13 acres of a 100-year floodplain designated Zone AE. Implementation of the proposed action would not result in: 1) a considerable probability of the loss of human life; 2) likely future damage associated with the encroachment that could be substantial in cost or extent, including interruption of service or loss of vital transportation facility; or 3) a notable adverse impact on natural and beneficial floodplain values. Therefore, implementation of the proposed action would not result in a significant impact on the 100-year floodplain.

The Proposed Action would result in an adverse effect on the Old Terminal, which is eligible for listing on the National Register of Historic Properties. This adverse effect also results in a physical use under Section 4(f) of the Department of Transportation Act of 1966.

The Draft EA is available for public review until June 1, 2021 at CLT Center, 5601 Wilkinson Boulevard, Charlotte, NC 28208. To make an appointment to review the Draft EA, please contact Amber Leathers, Planning & Environmental Manager, Charlotte Douglas International Airport, (704) 560-1820. The Draft EA is also available online at: <https://www.airportprojects.net/clt-capacity-ea/>.

Due to the ongoing COVID-19 public health emergency, public workshops and public hearings on this Draft EA will be held online. The public workshops and public hearings will be held on Monday, May 17 from 1pm to 2pm and 2pm to 3pm, and on Tuesday, May 18 from 6pm to 7pm and 7pm to 8pm. You must register to attend the public workshops and hearings on the project website <https://www.airportprojects.net/clt-capacity-ea/>. If special accommodations, such as audio or visual assistance, are required to participate in the public workshops or public hearings, or if internet access is not available, please leave a message at 407-440-1060 by May 3, 2021. Oral comments may be presented at the hearings. Written comments on the information disclosed in the Draft EA may be written/mailed and submitted to the following addresses:

Ms. Sarah Potter
Associate Vice President
4445 Lake Forest Drive, STE 700
Cincinnati, OH 45242
CLTCapacityEA@landrum-brown.com

The cutoff date for comment submission is no later than 5pm - Eastern Time, June 1, 2021. Your comment must be postmarked by that date. Before including your name, address and 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.

For further information, contact: Mr. Tim Alexander, Federal Aviation Administration, Memphis Airports District Office, 2600 Thousand Oaks Boulevard, Suite 2250, Memphis, Tennessee 38118901 Telephone: 901-322-8188. W00000000
Publication Dates

[<< Click here to print a printer friendly version >>](#)

<https://placelegal.mcclatchy.com/legals/charlotte/home/confirmation.html?id=9448&returnto=>

1/1

PRINT MEDIA AFFIDAVITS CONTINUED

CHARLOTTE OBSERVER



Belleville News-Democrat	The Herald - Rock Hill	Miami Herald/el Nuevo Herald	Sun Herald - Biloxi
Bellingham Herald	Herald Sun - Durham	Modesto Bee	Sun News - Myrtle Beach
Bradenton Herald	Idaho Statesman	Raleigh News & Observer	The News Tribune - Tacoma
Centre Daily Times	Island Packet	The Olympian	The Telegraph - Macon
Charlotte Observer	Kansas City Star	Sacramento Bee	San Luis Obispo Tribune
Columbus Ledger-Enquirer	Lexington Herald-Leader	Fort Worth Star Telegram	Tri-City Herald
Fresno Bee	Merced Sun-Star	The State - Columbia	Wichita Eagle

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
14603	45121	(default) - Sharp & CO P4 Print		\$1,400.00	3	20.50

Attention: Gaby Elizondo
 SHARP & COMPANY
 4445 LAKE FOREST DRIVE
 CINCINNATI, OH 45069

Copy of ad content
 is on the next page

North Carolina } ss
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 books and files of the aforesaid Corporation and Publication.

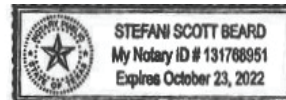
No. of Insertions: 1
 Beginning Issue of: 04/16/2021
 Ending Issue of: 04/16/2021

Tara Pennington

In Testimony Whereof I have hereunto set my hand and affixed my seal on the 21th day of April, 2021

Stefani Beard

Notary Public in and for the state of Texas, residing in Dallas County



Extra charge for lost or duplicate affidavits.
 Legal document please do not destroy!

PRINT MEDIA AFFIDAVITS CONTINUED

QUE PASA MI GENTE

Advertising Affidavit

Customer N° LAND17

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

Date: 04 / 22 / 2021

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

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:

04/22/2021

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 Statutes of North Carolina

Publication Fee \$ 250.00

Invoice No N212102

Billing Department

04/22/2021
Date

Newspaper Reference:

Sworn to and subscribed before me, this 22 day of April, 2021

Notary Public

My Commission expires: Sept 3, 2024

JOSE A ISASI
NOTARY PUBLIC
FORSYTH COUNTY, NORTH CAROLINA
THIS IS NOT A FINAL. PLEASE PAY FROM INVOICE, THANK YOU

PRINT MEDIA AFFIDAVITS CONTINUED

LA NOTICIA

La Noticia™

The Spanish-Language Newspaper

AFFIDAVIT

I, Alvaro J. Gurdian in my capacity as Sales Executive of the newspaper
(Name) (Title)
La Noticia in Charlotte, NC
(Newspaper Name) (City) (State)
hereby certify that the ROP/ Preprinted Inserts (choose one) for _____
(Advertiser)
The City of Charlotte / CLT Airport
it was published in the above newspaper on 04/21/21
(Run Date)


Signature of Person Making Affidavit

Subscribed and sworn to before me in the County of Mecklenburg in the State of
(County)
NC, on this 04 day of May, 2021
(State) (Date) (Month) (Year)
Notary Public Seal:
Maria E Benton
Notary Public Signature
February 22, 2022
Commission Expires

MARIA E. BENTON NOTARY PUBLIC UNION COUNTY, NC My Commission Expires February 22, 2022

Social Media Campaign #1



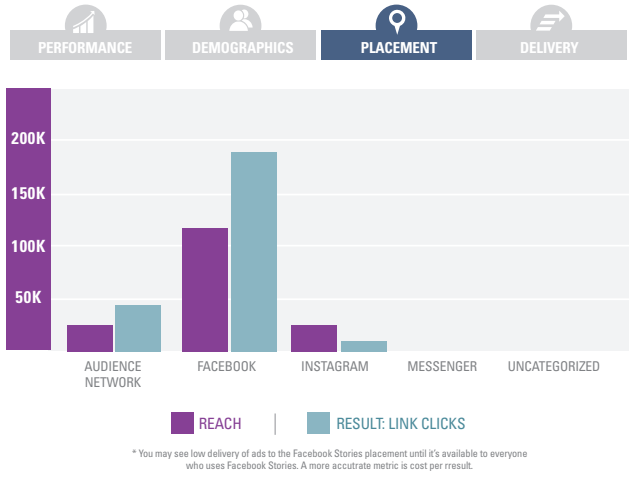
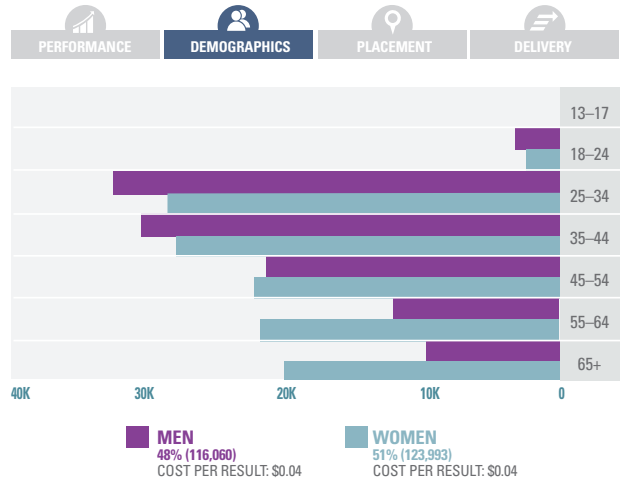
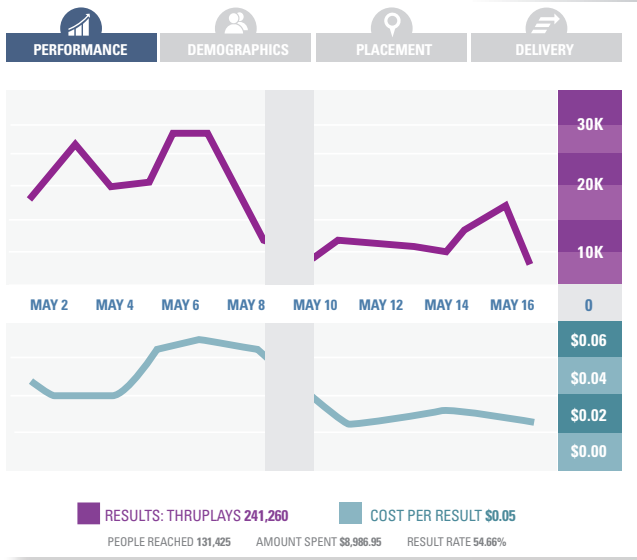
Social media was used to promote the release of the Draft EA and the virtual Public Workshops and Public Hearings. Facebook and Instagram campaigns were launched 15 days prior to the first webinar, using demographic and geographic targeting methods to reach the target audience.

The first part of the campaign used three different ads to create awareness and provide information on the webinars and the Draft EA. The ads contained video to engage the audience and encourage them to click through to the website for more information.

SOCIAL MEDIA HIGHLIGHTS MAY 3–MAY 18



SOCIAL MEDIA CAMPAIGN #1 ANALYTICS




SOCIAL MEDIA CAMPAIGN #1 ADS

FACEBOOK

Charlotte Douglas International Airport - CLT
Sponsored · 🌐

Sign-up to comment on CLT's Draft Capacity Enhancements Environmental Assessment at the Virtual Public Hearing on May 17 & 18.




AIRPORTPROJECTS.NET
Comment at the Public Hearing [LEARN MORE](#)

👤 Josh Doyle

👍 Like 💬 Comment ➦ Share

Charlotte Douglas International Airport - CLT
Sponsored · 🌐

Review CLT's Draft Capacity Enhancements Environmental Assessment (EA) and attend the Virtual Public Workshops and [...See More](#)

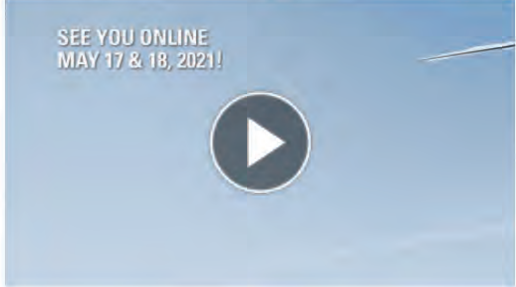


AIRPORTPROJECTS.NET
Review the Document and Register to Attend [LEARN MORE](#)

👍 Like 💬 Comment ➦ Share

Charlotte Douglas International Airport - CLT
Sponsored · 🌐

Review CLT's Draft Capacity Enhancements Environmental Assessment (EA) and attend the Virtual Public Workshops and [...See More](#)

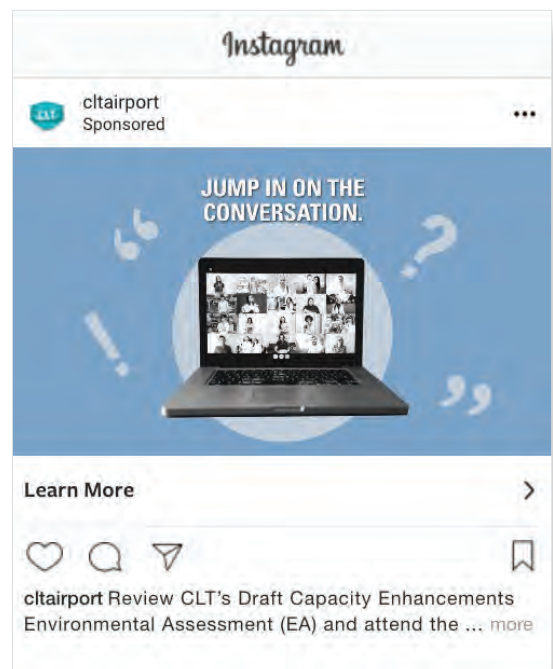
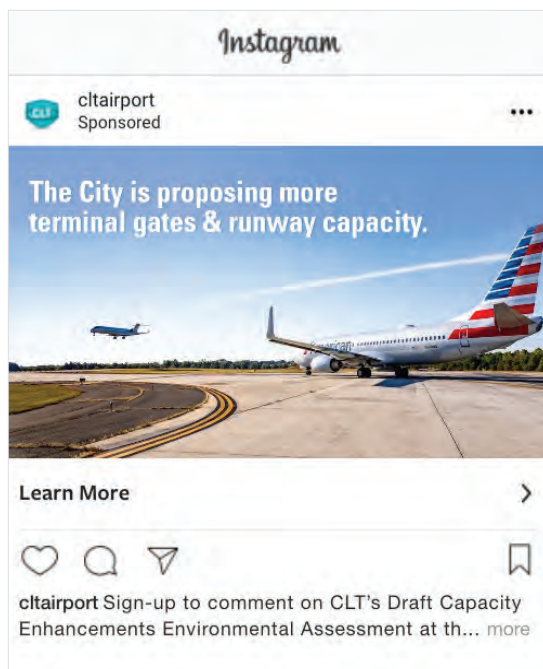
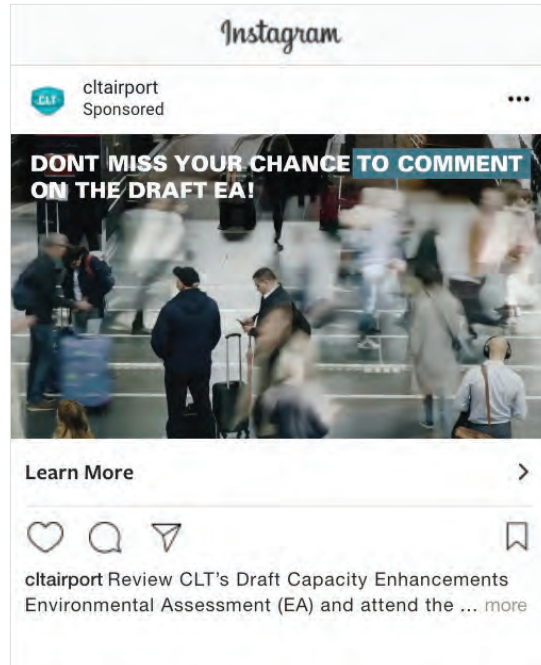


AIRPORTPROJECTS.NET
Review the Document and Register to Attend [LEARN MORE](#)

👍 Like 💬 Comment ➦ Share

SOCIAL MEDIA CAMPAIGN #1 ADS CONTINUED

INSTAGRAM



Social Media Campaign #2

After webinars were completed, the social media ad campaign was altered to focus solely on promoting the release of the Draft EA and reminding the public that the comment period ran through June 1, 2021.

SOCIAL MEDIA HIGHLIGHTS MAY 19–JUNE 1

TOTAL ADS

1



TOTAL IMPRESSIONS

104,352



TOTAL PEOPLE
REACHED

43,632



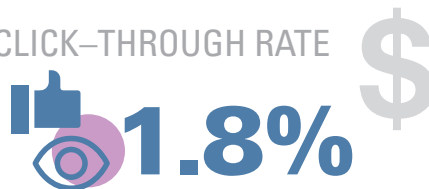
TOTAL LINK CLICKS

353



CLICK-THROUGH RATE

1.8%

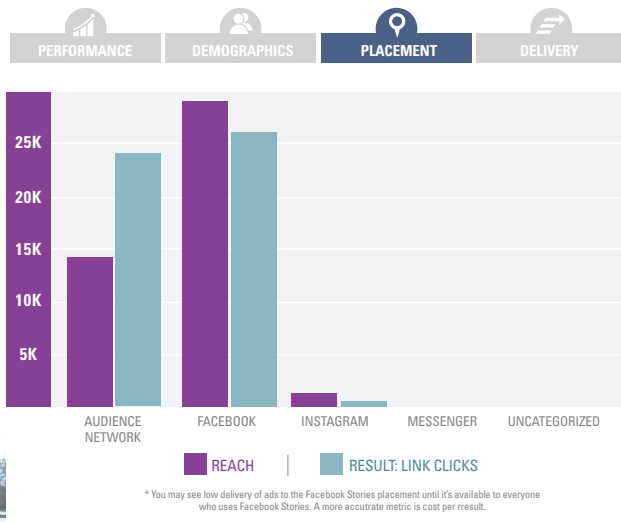
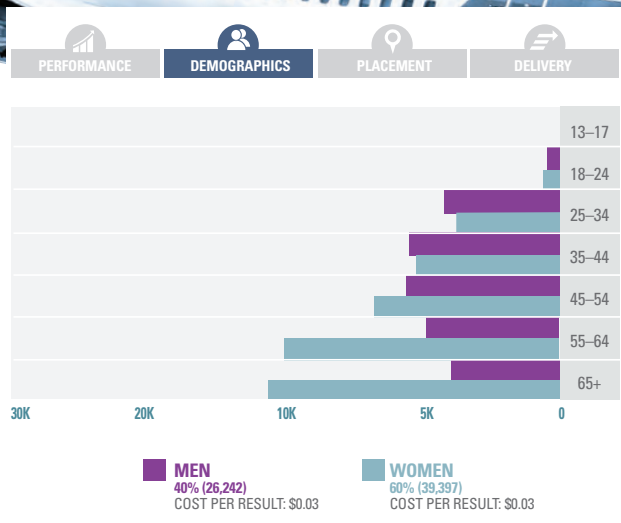
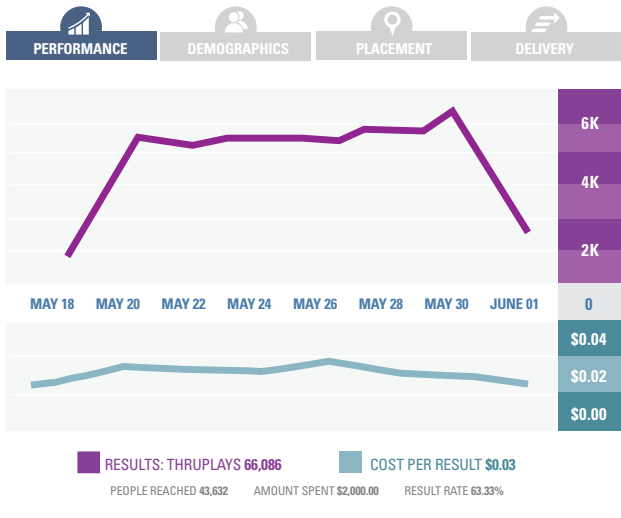


TOTAL
THRU PLAYS

66,086





SOCIAL MEDIA CAMPAIGN #2 ANALYTICS




SOCIAL MEDIA CAMPAIGN #2 ADS


FACEBOOK MOBILE

 **Charlotte Douglas International Airport - CLT** Sponsored · 


Find out how the City of Charlotte is proposing to increase terminal gate and runway capacity. Review the Draft Capacity [...See More](#)





AIRPORTPROJECTS.NET
Comment by June 1st [LEARN MORE](#)


 Adam Howell

INSTAGRAM FEED







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Have you heard?



Learn More [>](#)

cltairport Find out how the City of Charlotte is proposing to increase terminal gate and runway... [more](#)

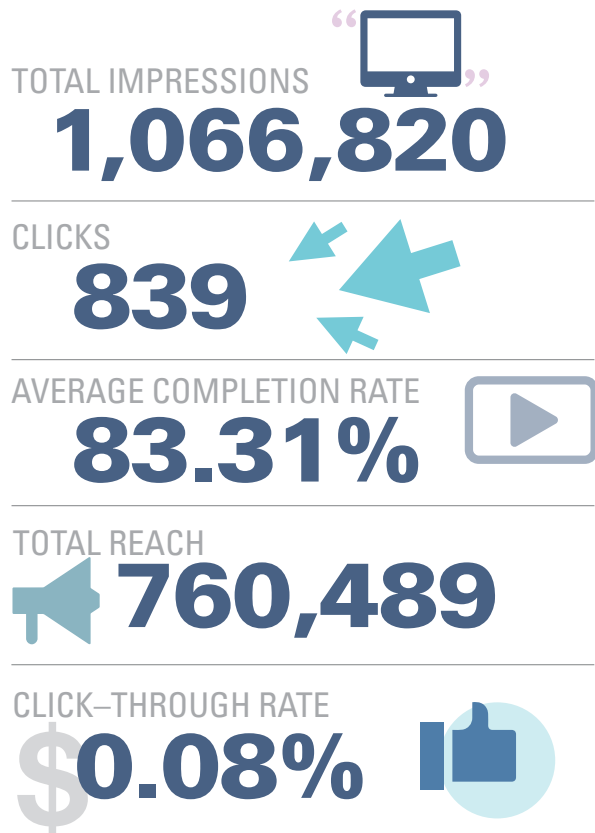
Digital Media Campaign



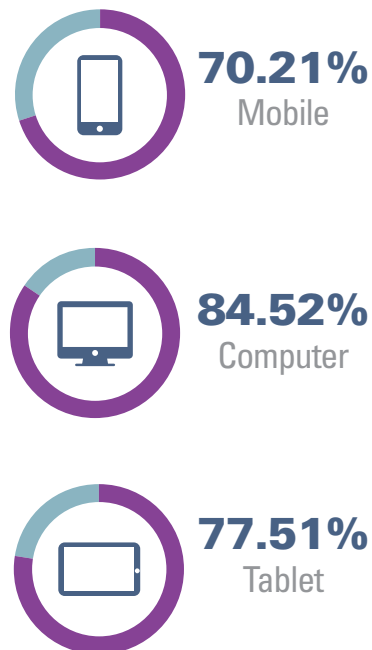
A digital media campaign, using the same demographic and geographic targeting methods used for the social media campaign, was implemented to promote the release of the Draft EA and the virtual Public Workshops and Public Hearings. The digital ads ran on premium website networks, and included the same video used in the social media campaign to engage the audience and encourage clicks through to the website for more information.

The digital media campaign was discontinued at the conclusion of the virtual Public Workshops and Public Hearings. Although the digital ads had high total impressions and a strong audience average completion rate, the click-through rate was below 1% and therefore not driving the audience to the website to review the Draft EA and register to attend the virtual Public Workshops and Public Hearings.

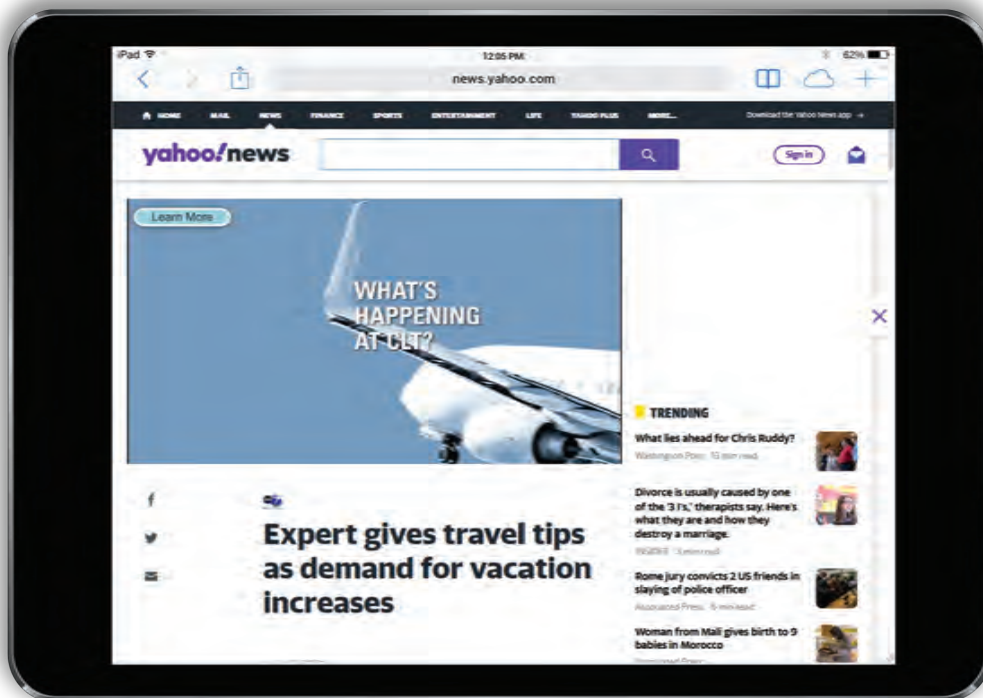
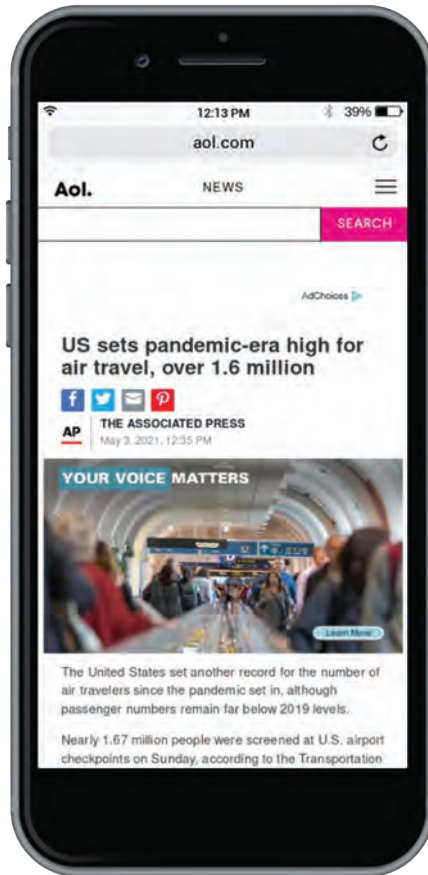
DIGITAL MEDIA HIGHLIGHTS



COMPLETION RATE PER DEVICE



DIGITAL MEDIA ADS



Virtual Public Workshops & Public Hearings



No in-person public meetings were held to review the Draft EA due to the ongoing COVID-19 public health emergency. Instead, two virtual Public Workshops and Public Hearings were held as webinars on the Zoom platform. To allow flexibility and maximize attendance, the Public Workshops and Public Hearings were conducted back-to-back on May 17 and May 18, once during the day and once in the evening, with the same material presented both days.

The project team utilized the virtual Public Workshop to update the public on the status of the Draft EA. The presentation included an overview of the EA process; the purpose and need for the process; a review of the alternatives to be further analyzed; and potential environmental impacts. Attendees were given the opportunity to question the project team at a Q&A session held at the end of the presentation.

Conducted at the conclusion of the Public Workshop, a Public Hearing was held to allow the public the opportunity to submit verbal comments on the Draft EA document. All comments received during the Public Hearing were included in the official record and in the Final EA document.

Recordings of the Public Workshop were posted on the project website and made available to the public on May 19, 2021. Comments on the Draft EA were accepted after the conclusion of the Public Workshops and Public Hearings via email or by regular mail until June 1, 2021.



VIRTUAL PUBLIC WORKSHOP PRESENTATION

Charlotte Douglas International Airport | Capacity Enhancements Env. L&B TEAM

Alternative 3

- New 8,900' runway in midfield
- Expansion of Concourses B and C
- Decommissioning of Runway 05/23
- South Ramp Expansion

The drawing shows a conceptual layout of the Proposed Action. The final design will be dependent upon the final needs of the Airport. The overall project boundary is fixed and will not change as the site is developed.

LEGEND

- South Ramp Expansion
- South Ramp Expansion
- Terminal Expansion
- Terminal Expansion
- Runway Expansion

Sarah Potter, L&B



CHARLOTTE

A2-2450



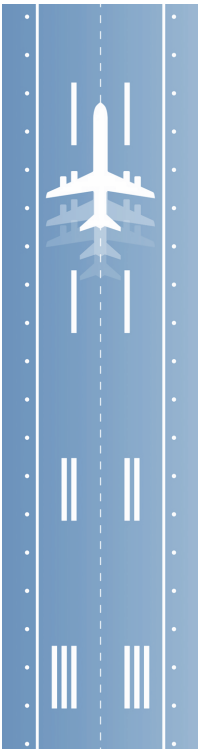
Capacity Enhancements Environmental Assessment

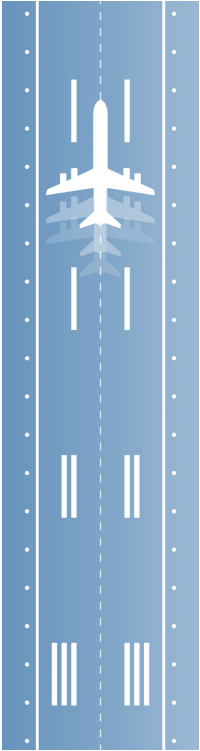
Welcome to the Public Workshop

May 17 & 18 2021

Charlotte Douglas International Airport | Capacity Enhancements Environmental Assessment

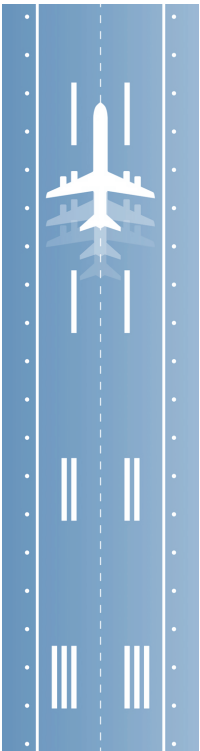
Background and Meeting Logistics





Agenda

- Roles
- Environmental Assessment (EA) Process Overview
- Review the Purpose and Need
- Review the Alternatives Carried Forward for Detailed Analysis
- Present the Potential Environmental Impacts
- Q&A Session
- How to Submit a Comment



Roles and Responsibilities for Preparing the EA

The FAA is the Lead Federal Agency

- Ensures compliance with National Environmental Policy Act (NEPA) goals and policies
- Determines whether it may take the federal actions necessary to allow implementation of the project.

The City of Charlotte is the Airport Sponsor

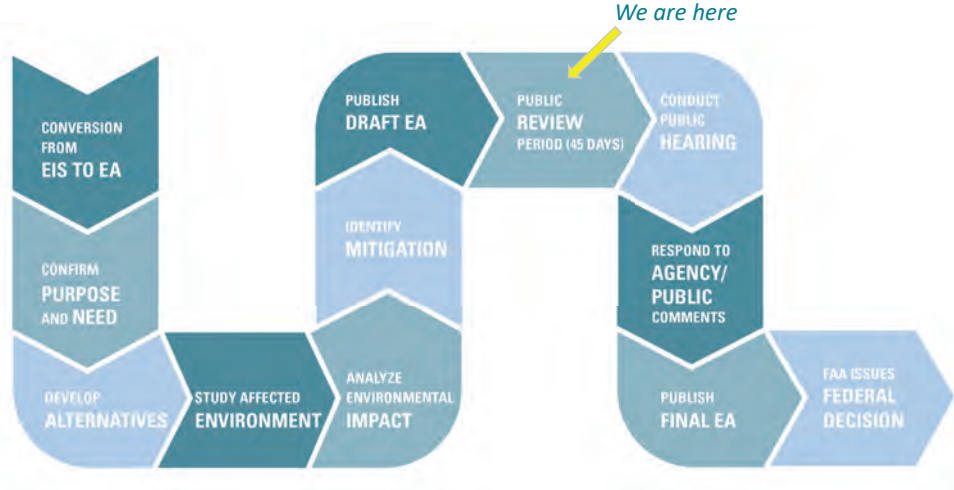
- Responsible for the development and direction of the EA content
- Leads public outreach efforts and engages with the surrounding community during the NEPA public involvement process

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

Purpose: Analyze and document potential environmental effects from the Proposed Action and alternatives and develop measures that may mitigate those effects.



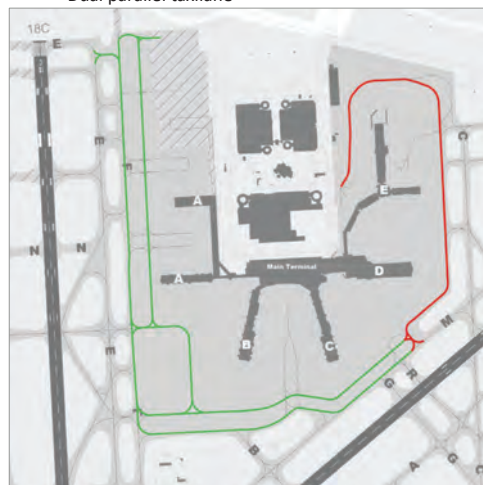
5

Identified Needs at CLT

1. Insufficient terminal gate capacity and ramp congestion

Year	Number of Gates Required	Additional Gates Needed
2028	140	20
2033	150	30

— Single bidirectional taxiway
— Dual parallel taxiway

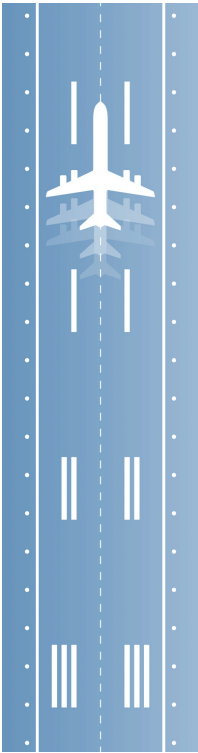


6

Identified Needs at CLT

2. Insufficient runway capacity to meet future demand at acceptable levels of runway delay

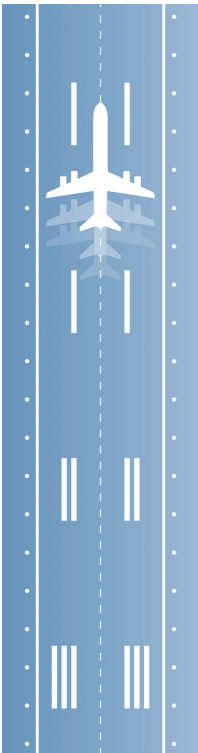
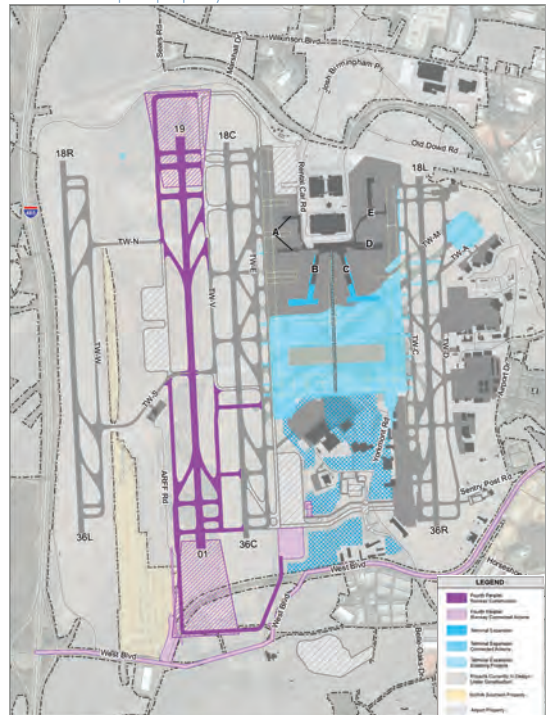
Year	All Weather Average Throughput	Percent Increase in Throughput	All Weather Average Runway Delay (minutes per operation)	Percent Increase in Runway Delay
2016	117	n/a	6.2	n/a
2028	132	13%	7.5	21%
2033	137	4%	9.4	24%

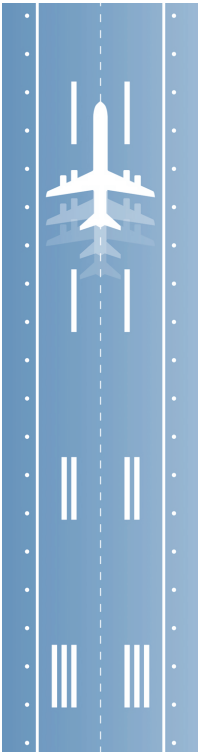


Proposed Action

- New 10,000' runway in midfield
- Expansion of Concourses B and C
- Decommissioning of Runway 05/23
- South Ramp Expansion

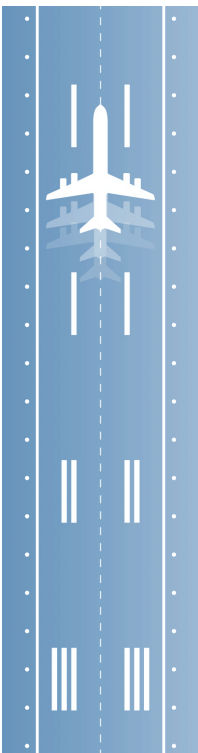
The drawing shows a conceptual layout of the Proposed Action. The final design will be dependent upon the final needs of the Airport. The overall project boundary is fixed and will not change as the site is developed.





Alternatives Analysis Regulations and Guidance

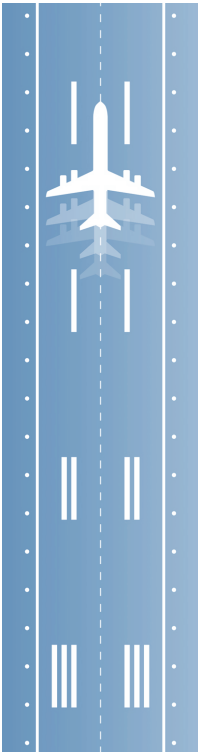
- Council on Environmental Quality (CEQ) considers the alternative review as the heart of the NEPA process.
- It includes identifying all reasonable and feasible alternatives that meet the Purpose and Need of the project with a lesser environmental consequence.



No Action

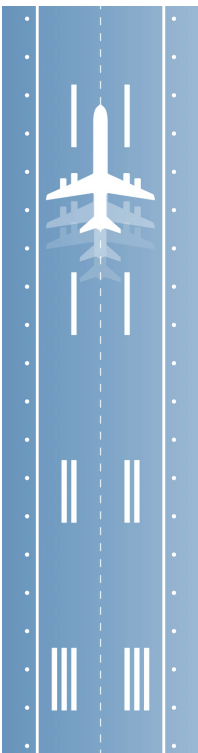
- Council on Environmental Quality (CEQ) requires the No Action Alternative to be carried forward for detailed environmental analysis.
- Used as a basis of comparison for all of the build alternatives





No Action

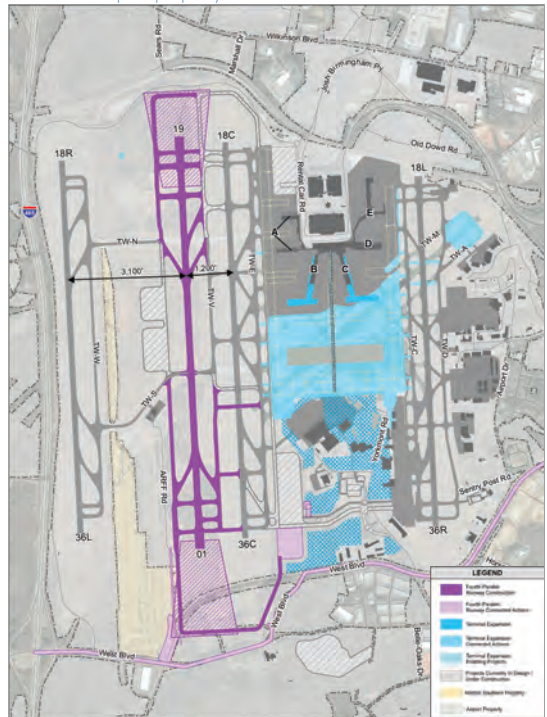
- No Action Alternative includes:
 - Concourse A Phase II pier and ramp expansion
 - North End around taxiway on Runway 18C/36C
 - West hold pads
 - Deice pad and crossfield taxiway
- Operations, delays, and congestion would continue to increase

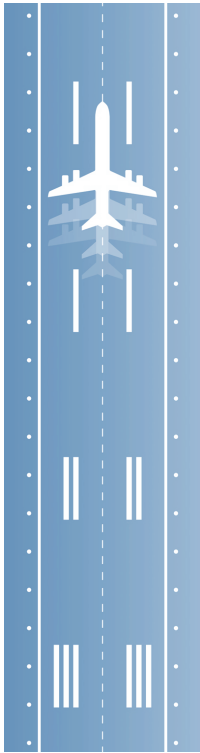


Alternative 1 (Proposed Action)

- New 10,000' runway in midfield
- Expansion of Concourses B and C
- Decommissioning of Runway 05/23
- South Ramp Expansion

The drawing shows a conceptual layout of the Proposed Action. The final design will be dependent upon the final needs of the Airport. The overall project boundary is fixed and will not change as the site is developed.

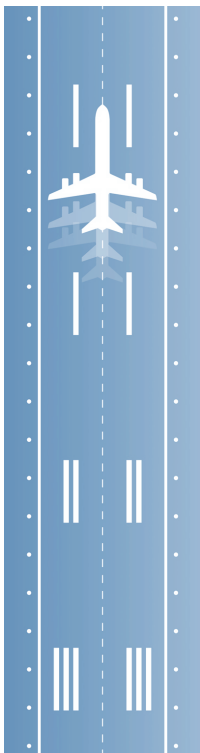
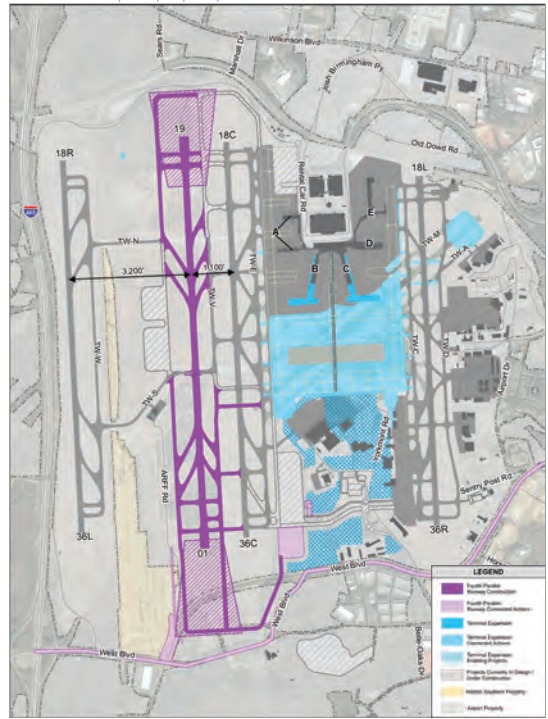




Alternative 2

- New 10,000' runway in midfield
- Expansion of Concourses B and C
- Decommissioning of Runway 05/23
- South Ramp Expansion

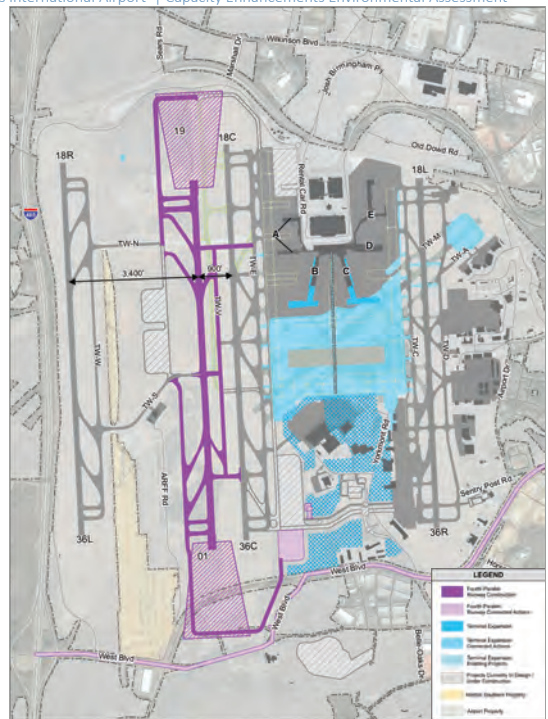
The drawing shows a conceptual layout of the Proposed Action. The final design will be dependent upon the final needs of the Airport. The overall project boundary is fixed and will not change as the site is developed.

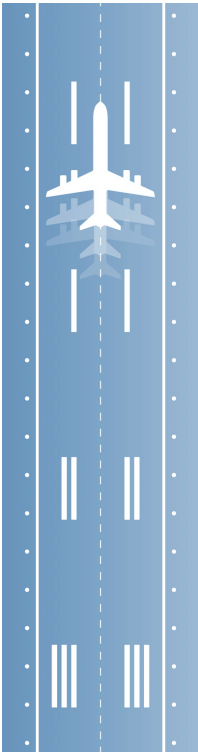


Alternative 3

- New 8,900' runway in midfield
- Expansion of Concourses B and C
- Decommissioning of Runway 05/23
- South Ramp Expansion

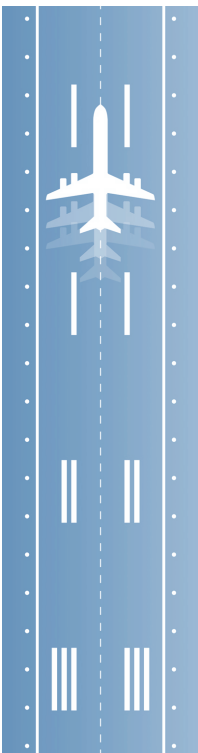
The drawing shows a conceptual layout of the Proposed Action. The final design will be dependent upon the final needs of the Airport. The overall project boundary is fixed and will not change as the site is developed.





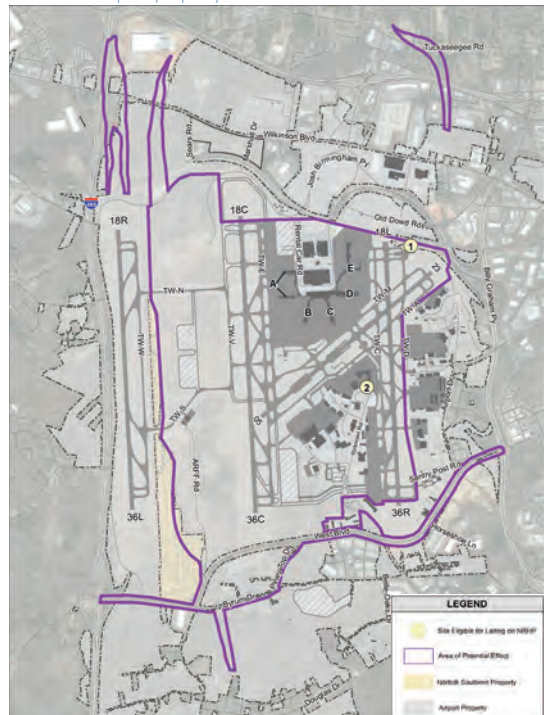
Environmental Resource Categories

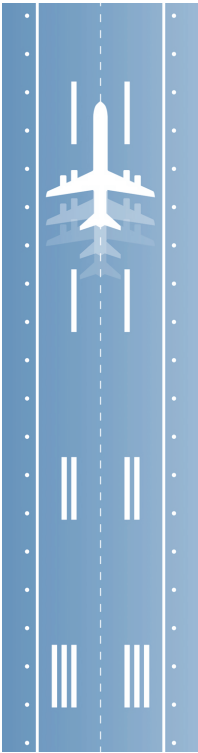
- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- **Department of Transportation Act, Section 4(f)**
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- **Historical, Archeological, and Cultural Resources**
- Land Use
- Natural Resources and Energy Supply
- **Noise 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



Historic, Architectural, Archeological, & Cultural Resources

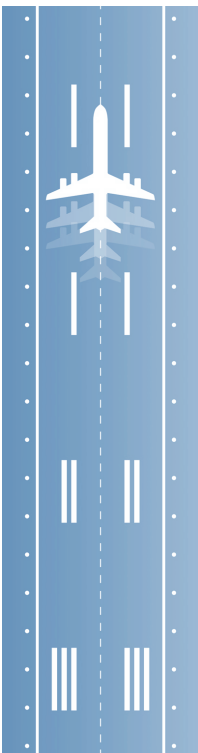
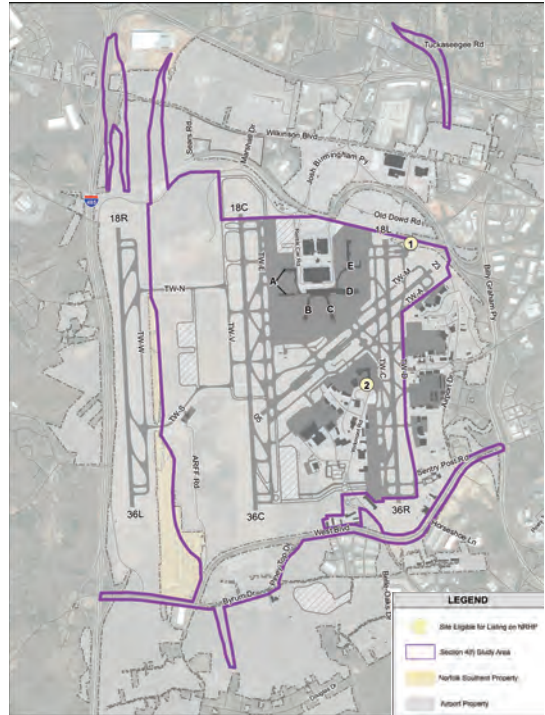
1. WPA Douglas Airport Hangar – No adverse affect in any of the alternatives
2. Old Terminal Building – Direct adverse affect in all alternatives





U.S. Department of Transportation, Section 4(f)

1. WPA Douglas Airport Hangar – No impacts in any of the alternatives
2. Old Terminal Building – Physical Use in all alternatives

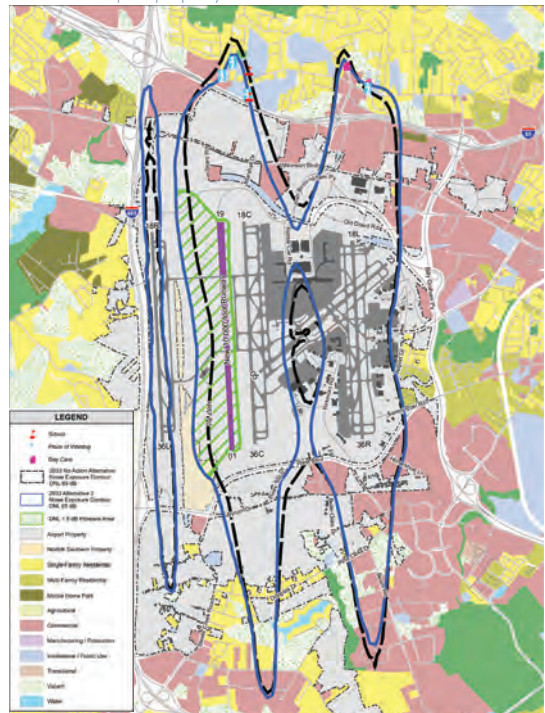


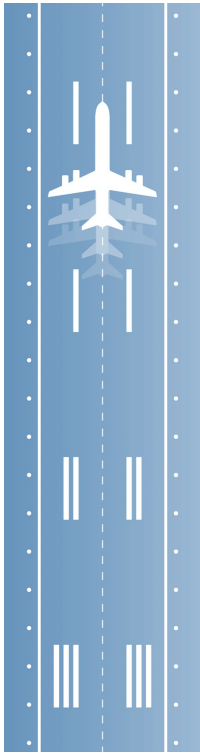
Noise & Noise-Compatible Land Use

2033 Alternative 1 (Proposed Action)

- No significant impact

	No Action	Alternative 1 (Proposed Action)	Difference
DNL 65-70 DB			
RESIDENTIAL			
Total	122	101	-21
ESTIMATED POPULATION			
Total	337	272	-65
NOISE-SENSITIVE FACILITIES (NSF)			
Schools	2	1	-1
Churches	3	4	+1
Day Care Facilities	1	2	+1
Total	6	7	+1



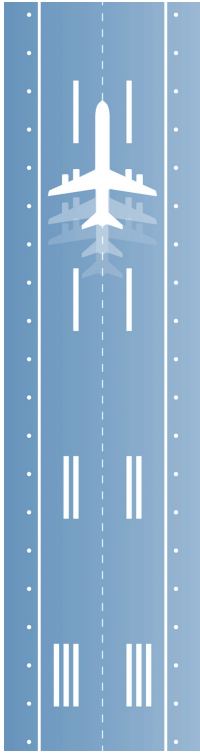
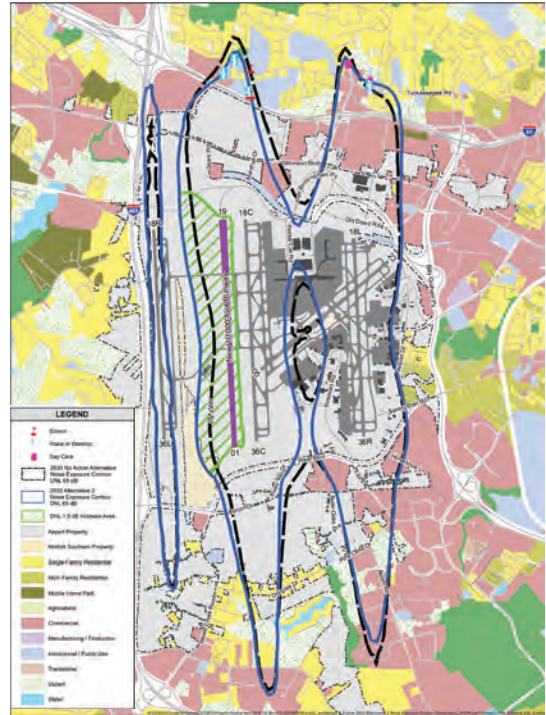


Noise & Noise-Compatible Land Use

2033 Alternative 2

- No significant impact

	No Action	Alternative 2 DNL 65-70 DB	Difference
RESIDENTIAL			
Total	122	105	-17
ESTIMATED POPULATION			
Total	337	283	-54
NOISE-SENSITIVE FACILITIES (NSF)			
Schools	2	1	-1
Churches	3	4	+1
Day Care Facilities	1	2	+1
Total	6	7	+1

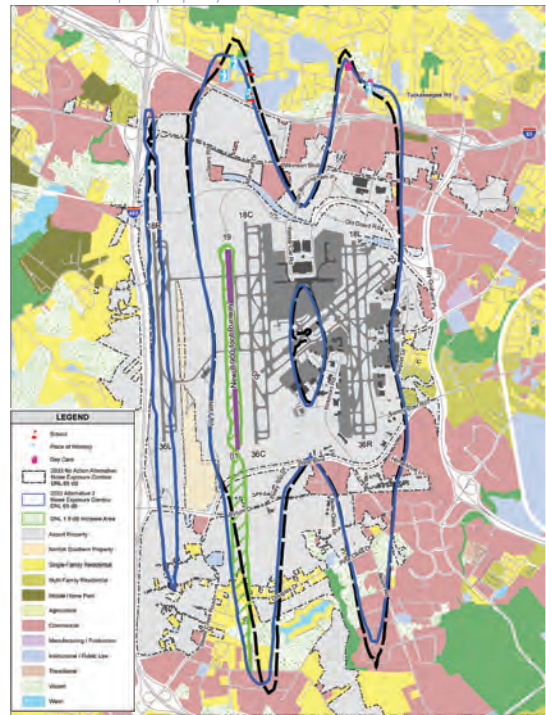


Noise & Noise-Compatible Land Use

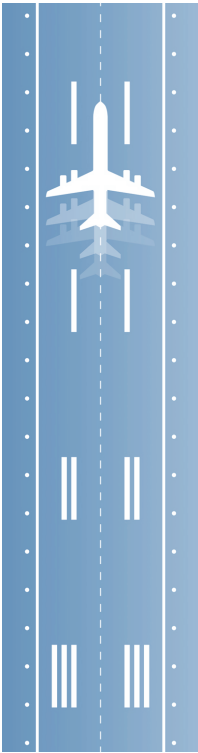
2033 Alternative 3

- Significant noise impact

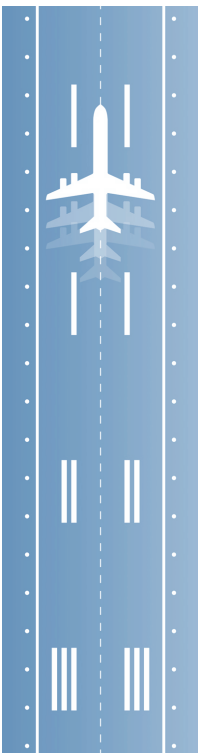
	No Action	Alternative 3 DNL 65-70 DB	Difference
RESIDENTIAL			
Total	122	126	+4
ESTIMATED POPULATION			
Total	337	339	+2
NOISE-SENSITIVE FACILITIES (NSF)			
Schools	2	1	-1
Churches	3	4	+1
Day Care Facilities	1	2	+1
Total	6	7	+1



Impact Analysis Summary



COVID Impact



- 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.

How to Comment

Please submit your comments by
June 1, 2021 (submit or postmarked) using one of these methods:

EMAIL

CLTCapacityEA@landrum-brown.com

MAIL

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

Project website: www.airportprojects.net/clt-capacity-ea/

*Before including your name, address and 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.

25



Intermission

The Public Hearing will begin promptly at 2:00 pm

Public Hearing

Overview

1. You will be able to unmute yourself only when your name is called
2. Each speaker will be allowed **3 minutes to speak**
3. If you exceed three minutes, you are encouraged to submit a written comment to the project email and mailing address

EMAIL

CLTCapacityEA@landrum-brown.com

MAIL

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

All comments must be submitted or postmarked by
June 1, 2021

*Before including your name, address and 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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CLT Capacity Enhancements Environmental Assessment

CASE

Public Workshop & Hearing
Charlotte Airport

Date

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Transcript

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1 ENVIRONMENTAL ASSESSMENT
2 PUBLIC WORKSHOP & HEARING
3
4 - - - - - :
5 IN RE: :
6 CLT CAPACITY ENHANCEMENT :
7 PROJECT :
8 - - - - - :
9
10 Transcript of remote public workshop/hearing
11 held on Monday, May 17, 2021, commencing at
12 1:00 p.m.
13
14
15 APPEARANCES:
16 Sarah Potter, Project Manager, Landrum & Brown
17 Jack Christine, COO of Charlotte, North Carolina
18 David Proctor, Public hearing moderator
19 - - -
20
21
22
23
24
25 National Court Reporters Inc. 888.800.9656

1 PROCEEDINGS
2 MS. POTTER: Thank you everyone
3 for attending the virtual public workshop for
4 the Charlotte Enhancement Project
5 Environmental Assessment. My name is Sarah
6 Potter. I am the project manager for Landrum
7 & Brown, the consultant who is preparing the
8 EA for the City of Charlotte. Also with me is
9 Jack Christine, the COO of Charlotte, and he
10 will be available after the presentation to
11 assist with answering questions.
12 The draft EA document was published on
13 April 16th, and is now available on our
14 project website. Comments on the draft EA
15 will be accepted through June 1st of this
16 year, and information on where to submit the
17 comments is provided at the end of this
18 presentation.
19 This presentation today, and the
20 presentation tomorrow, are exactly the same.
21 No new information will be presented in either
22 meeting.
23 Some background and meeting logistics.
24 So this -- the City of Charlotte is hosting
25 this virtual public workshop. It's just to

1 summarize what the findings were in the draft
2 EA.
3 It's going to start, as I mentioned,
4 with the presentation, and then followed by
5 the Q&A session with myself and Jack.
6 Attendees audio and web cams are
7 disabled. So in order to submit questions, if
8 you take your cursor and hover it over the
9 bottom of your screen, you will see a Q&A
10 button. You can go ahead and press that and
11 enter your questions throughout the
12 presentation.
13 I do ask if you have a specific
14 question about a certain slide, if you would
15 put the slide number so that we can reference
16 it.
17 If there are media inquiries, if there
18 are any media folks on this presentation, we
19 ask that you please email media at
20 CLTairport.com for all inquiries you might
21 have.
22 Also want to mention that comments and
23 questions submitted during this presentation
24 are not included in the official record of
25 comments, so we highly encourage everyone to

1 submit your comments and your questions via
 2 either through the public hearing that follows
 3 this presentation, or through the email
 4 address, or via the U.S. Postal Service.

5 At the end we will summarize all the
 6 questions that we received in the final EA and
 7 prepare responses to them.

8 Lastly I want everyone to know that
 9 this meeting is being recorded and will be
 10 posted on our project website.

11 So getting into the actual
 12 presentation. It is going to start with
 13 reviewing the roles in preparing the EA. We
 14 are then going to talk about the EA process,
 15 review the purpose and need, and alternatives.
 16 Then we will present the potential
 17 environmental impacts and end with the Q&A and
 18 discuss how to submit written comments.

19 The FAA is the lead federal agency and
 20 is ultimately responsible for compliance with
 21 the National Environmental Policy Act. It is
 22 also responsible for the scope and content of
 23 the EA. At the end of the process, they are
 24 the ones who actually will issue a decision on
 25 the project, and implementation of the

1 project.

2 The City of Charlotte is the airport
 3 sponsor and they are responsible for preparing
 4 the EA in accordance with NEPA, and all other
 5 regulations. Then the city also leads all
 6 public outreach for the EA.

7 They also direct the work of the
 8 consultant, which is Landrum & Brown, who I
 9 work for. We then also direct the work of the
 10 subconsultants that are assisting us on the EA
 11 preparation.

12 The purpose of an EA is to analyze and
 13 document potential environmental affects from
 14 a proposed project, or what we call the
 15 proposed action and alternatives. Then you
 16 are supposed to develop mitigation measures
 17 that would mitigate any of the impacts that
 18 you could have from the project.

19 This slide shows the actual EA process,
 20 which started with the conversion from the EIS
 21 that was going on prior to the EA. Then it
 22 leads into the confirmation of the purpose and
 23 need, development of the alternatives,
 24 describing the effected environment, and
 25 leading into the environmental impacts for

1 each alternative.

2 As I mentioned, the draft EA was
 3 published on April 16th. We're now in the
 4 public review and comment period, which is 45
 5 days long. Today and tomorrow we're holding
 6 these virtual workshops and hearings, which
 7 will give you the opportunity, the hearing
 8 gives you the opportunity for the public to
 9 submit oral comments on the draft EA document.

10 Following the 45 day comment period,
 11 all of the comments will be summarized and
 12 included in the final EA document. Then the
 13 FAA will ultimately issue their federal
 14 decision.

15 Moving on to the purpose and need.
 16 There are two needs that the airport is
 17 addressing with the project. The first need
 18 is insufficient gate capacity and ramp
 19 congestion.

20 A gating analysis was completed on the
 21 FAA approved forecast. The results you will
 22 see on the screen are in the table. A total
 23 of 140 gates would be needed in 2028, and 150
 24 are needed in 2033. If no additional gates
 25 are constructed in the future, aircraft would

1 continue to hold on the airfield after landing
 2 to wait for an open gate. Having aircraft
 3 hold on the airfield results in increased
 4 congestion on the pavement surrounding the
 5 terminal. Excessive wait times during these
 6 peak arrival periods will effect all of the
 7 airline schedule integrity, which ultimately
 8 means that you could miss your connection.

9 Complicating the gate shortage is also
 10 the ramp movement area, which is the pavement
 11 surrounding the terminal complex. There are
 12 currently five concourses; A, B, C, D, and E,
 13 which you can see on the diagram on the
 14 screen, and each provides a combination of
 15 single taxi lanes, which is the red line on
 16 the diagram, and dual taxi lanes, which is the
 17 green line on the diagram. The dual taxi
 18 lanes provide the ability for aircraft to
 19 operate in opposite directions, similar to a
 20 roadway. Single taxi lanes only have one
 21 bidirectional flow. So only one aircraft can
 22 be moving in one direction at a time. Because
 23 of this, it results in major ramp congestion,
 24 especially in the areas of Concourses D and E.
 25 Between the two concourses there are

1 approximately 55 gates, which is about half
 2 the capacity, the gate capacity at the
 3 airport, which leads to high traffic volumes
 4 in that area.
 5 Then additionally Concourse C is the
 6 regional jet concourse, which results in more
 7 turns or more aircraft movements per gate, per
 8 day, which also increases the congestion in
 9 that area.
 10 The second need for the project is in
 11 addressing insufficient runway capacity to
 12 meet future demand at acceptable levels of
 13 delay. An acceptable level of delay for this
 14 project was defined as an all weather average
 15 of seven minutes per operation -- that is
 16 runway delay -- seven minutes of runway delay
 17 per operation.
 18 Airfield simulations were prepared, so
 19 that we could understand the runway delays
 20 currently at Charlotte. The simulation showed
 21 that the throughput, which is the number of
 22 aircraft operations that can be processed by
 23 the runways, increases by 13 percent between
 24 2016 and 2018; whereas all weather average
 25 delays increase by 21 percent. These changes

1 between throughput and delay demonstrate that
 2 the runway system has the ability to achieve
 3 greater throughput beyond the 2016 level, but
 4 it does so at rapidly increasing delays. So
 5 as a result it is reasonable to conclude that
 6 the runway system as Charlotte was approaching
 7 capacity in 2016.
 8 Between 2028 and 2033 the throughput
 9 increase is anticipated to slow to 4 percent,
 10 but as you can see, delays would continue to
 11 increase at a rapid pace of 24 percent.
 12 So this relationship, throughput and
 13 delay, indicates that the runway system at
 14 Charlotte would reach capacity around 2028.
 15 The airport developed a set of project
 16 elements to address the needs that were
 17 previously described. These elements
 18 collectively are referred to as proposed
 19 action. The proposed action in this EA
 20 includes a 10,000 foot runway, which you see
 21 in the diagram in purple. It includes north
 22 and south end around taxiways. In addition,
 23 West Boulevard also requires relocation due to
 24 the end around taxiway and safety areas.
 25 The proposed relocation includes using

1 existing roadways Byrum and Piney Top. The
 2 other main element includes expanding
 3 Concourses B and C. It also includes creating
 4 dual taxi lanes around the terminal area,
 5 closing runway 523, and expanding the ramp
 6 areas south, to create east/west corridors
 7 that allow for more efficient movement of
 8 aircraft.
 9 The Council on Environmental Quality
 10 requires that an EA explore and consider all
 11 reasonable and feasible alternatives to the
 12 proposed action that meet the purpose and need
 13 but potentially with a lesser environmental
 14 impact.
 15 So as a result, this EA included a
 16 thorough and objective assessment of all
 17 alternatives. The virtual presentation that
 18 was on our website back in December of 2020
 19 presented the alternatives analysis. And the
 20 analysis, what it concluded was that we were
 21 carrying forward what we called three build
 22 alternatives for analysis of potential
 23 environmental impacts.
 24 The no action is also required to be
 25 carried forward in the EA by the Council of

1 Environmental Quality, even though it doesn't
 2 meet the purpose and need. The no action is
 3 used as a comparison for all of the build
 4 alternatives to compare back to, so that we
 5 can understand the level of impacts from each
 6 alternative.
 7 In the no action alternative for this
 8 EA, all of the airport infrastructure would
 9 remain the same as today, except with a few
 10 additional independent improvement projects
 11 that are currently under design or
 12 construction. These projects are circled in
 13 orange on the slide, and they have each
 14 undergone their own independent meet the
 15 documentation and approval process.
 16 These include the Concourse A Phase II
 17 pier, which is located just north of the
 18 second pier on A. There is also additional
 19 ramp expansion to the north of that. There is
 20 also the north end around taxiway on the
 21 center runway, which is on the north end. It
 22 also includes west hold pads. Then on the
 23 south midfield area there is a device pad and
 24 crossfield taxiway.
 25 In the no action scenario it is very

1 important to understand that even without the
 2 new runway and the terminal expansion
 3 operations are forecasted to increase at the
 4 airport. As a result, the airport would
 5 continue to experience delays and an increase
 6 in congestion on the airfield with the
 7 existing runway and shortage of gates.
 8 Alternative 1 is the first build
 9 alternative that we are turning forward, and
 10 this one you have previously just seen, which
 11 is the proposed action. It includes a new
 12 runway in the midfield and the north and south
 13 end around taxiways.
 14 The new runway would be located 3100
 15 feet to the east of the west runway. 1200
 16 feet to the west of the center runway. This
 17 alternative also includes expansions of
 18 Concourses B and C. Crossfield taxiway
 19 corridors and closing runway 523. It also
 20 includes the dual taxi lanes around the
 21 concourses.
 22 The new runway is assumed to primarily
 23 be used by departures and as a result it's
 24 10,000 feet long. Arrivals are assumed to
 25 occur on the west runway, the existing center

1 runway, and the east runway. It is assumed
 2 that departures would occur on the new runway,
 3 and also the east runway.
 4 Alternative 2 is very similar to
 5 Alternative 1. The new runway is located 3200
 6 feet to the west -- or to the east of the west
 7 runway, and 1100 feet west of the center
 8 runway. This 100 foot shift that you are
 9 seeing between Alternative 1 and Alternative 2
 10 is meant to potentially take advantage of
 11 future runway separation rule changes by the
 12 FAA that allow the runways to be used
 13 differently.
 14 In this alternative the runway use is
 15 assumed to be exactly the same as
 16 Alternative 1, which is the new runway is
 17 10,000 feet long and is a departure runway.
 18 Arrivals would occur on the west center and
 19 east runway, and departures are assumed to
 20 occur on the new runway and the east runway.
 21 Then our last alternative,
 22 Alternative 3 includes a new runway in the
 23 midfield. This runway is located 3400 feet to
 24 the east of the west runway, and 900 feet to
 25 the west of the center runway. This new

1 runway in this alternative is only 8900 feet
 2 long, as it is assumed to be primarily used
 3 for arrivals and therefore a 10,000 foot
 4 runway would not be required.
 5 In this alternative, it's assumed
 6 arrivals would occur primarily on the west
 7 runway, the new runway, and then the east
 8 runway. Departures would occur on the
 9 existing center runway, and the east runway.
 10 Each of the build alternatives and the
 11 no action alternative were evaluated for their
 12 potential impact on 18 resource categories,
 13 which are identified on this slide.
 14 The next section of the presentation
 15 will review the environmental impact at a high
 16 level for each of the categories you see in
 17 bold. These include DOT Section 4(f)
 18 historical archeological and cultural
 19 resources, noise, and noise compatible land
 20 use, and water resources, which includes
 21 wetlands, floodplains, surface water, and
 22 ground water.
 23 All of the remaining categories that
 24 are shown on this slide can be found in the
 25 draft EA document, with all the information on

1 the potential impacts along with the ones in
 2 bold too. We're just try to present high
 3 level information here.
 4 So the first category we are going to
 5 discuss is historic, architectural,
 6 archeological, and cultural resources. The
 7 National Historic Preservation Act is the
 8 primary law governing the preservation of
 9 historic and prehistoric resources.
 10 Section 106 of that Act requires the FAA to
 11 determine the potential affects of
 12 undertakings, or what we call a proposed
 13 action or alternative.
 14 The study area defined for historic
 15 resources is called the area of potential
 16 effect APE and is shown on the screen in
 17 purple. This boundary was identified to
 18 include all areas that could physically be
 19 impacted by the project, but it also includes
 20 areas where visual or noise increases could
 21 occur.
 22 Two historic resources were identified
 23 within the APE boundary. These include the
 24 WPA Douglas Airport Hangar, which is
 25 identified as the number one the map; and the

1 Old Terminal Building, which is identified as
 2 number two on the map. Both of these
 3 properties are determined to be eligible for
 4 listing on the National Register of Historic
 5 Places.
 6 The impact analysis we prepared as part
 7 of the EA determined that the WPA Douglas
 8 Airport Hangar would not experience either a
 9 direct or indirect adverse effect from the
 10 project on any of alternatives; however the
 11 Old Terminal Building would be removed under
 12 all of the alternatives, therefore would have
 13 a direct adverse effect.
 14 The FAA, North Carolina Historic
 15 Preservation Office and the City of Charlotte
 16 will enter into a memorandum of agreement to
 17 address the impact and to mitigate the adverse
 18 effect.
 19 Moving on to the U.S. Department of
 20 Transportation Section 4(f). These are
 21 resources which are publicly protected. They
 22 include publicly owned parks, recreation
 23 areas, wildlife and waterfowl refuges, and
 24 historic sites of national, local, or state
 25 significance.

1 For Section 4(f) resources in this EA,
 2 the study area was the same as historic
 3 resources, as historic resources are also
 4 Section 4(f) resources.
 5 So the previously two discussed, the
 6 WPA Douglas Airport Hangar and the Old
 7 Terminal Building are both considered 4(f) and
 8 are located within our study area.
 9 Now when you look at 4(f) impacts there
 10 is two types you have to look at within NEPA.
 11 The first is a physical use and the second is
 12 what we call a constructive use.
 13 A physical use would occur when the
 14 action involves an actual physical taking of
 15 the property; and then a constructive use is
 16 when the impacts on the property are so severe
 17 that the activities or features that qualify
 18 the property for protection are impaired.
 19 Implementation of all of the
 20 alternatives was determined to have a physical
 21 use on the Old Terminal Building, as I just
 22 mentioned. It would be physically removed as
 23 part of the project. The WPA Douglas Airport
 24 Hangar was not going to experience a physical
 25 or constructive use. As previously mentioned,

1 to mitigate the impact of the Old Terminal an
 2 MOA will be prepared between the FAA, North
 3 Carolina SHPO and the City of Charlotte.
 4 The next category is noise and
 5 noise-compatible land use. I think it is
 6 important so that everyone understands that
 7 FAA defines a significant impact would occur
 8 if the action or the alternative, what we're
 9 talking about here is an alternative, would
 10 increase noise by a 1.5 decibel or more for a
 11 noise sensitive land use within the 65 DNL.
 12 So for example, if noise increased from
 13 65 and a half to 67, and it was over a noise
 14 sensitive area, it would be a significant
 15 impact. Just because a noise sensitive
 16 facility is located within the 65 DNL contour,
 17 is not a reason for it to be a significant
 18 impact. It doesn't mean it's not experiencing
 19 noise, but it's just not a significant impact.
 20 One last point I want to make before we
 21 talk about each alternative is that the FAA
 22 requires that the determination of impact be
 23 used, that we use a noise model. Actual
 24 measurements are not allowed to be used. We
 25 have to use an actual model, and we have to

1 develop these impacts through the use of
 2 contours.
 3 As you see -- can you go back a slide,
 4 please, Kevin. So the exhibit -- one more
 5 forward, sorry. There you go. Thank you.
 6 The exhibit on the screen shows the
 7 2033 no action alternative 65 DNL and it is in
 8 the black hatched area. The 2033
 9 Alternative 1 65 DNL is shown in the blue
 10 line. You can see we overlaid them on each
 11 other, so you can see the different between
 12 the two contours.
 13 The 1.5 dB increase area, or the area
 14 that's the significant noise impact area is
 15 shown in the green hatched area. That area is
 16 entirely located over compatible land use.
 17 It's over the airport property and a little
 18 bit is over the Norfolk Southern property. So
 19 as a result there are no significant noise
 20 impacts for this alternative. There would be
 21 21 less residential units located within the
 22 Alternative 1 65 DNL noise contour. There
 23 would also be one less school. There would be
 24 one more church, and one more daycare facility
 25 located in the 65 for the Alternative 1 noise

1 contour.

2 Next is Alternative 2. So again, the

3 no action is shown in the black hatched line

4 and then the Alternative 2 contour is shown in

5 the blue line on this slide. Again the green

6 hatch shows the 1.25 dB significance area. As

7 you can see, this is very similar to

8 Alternative 1 and that area remains entirely

9 over airport property, therefore there would

10 be no significant impacts, noise impacts with

11 this alternative. In this alternative there

12 would be 17 less residential units. There

13 would be one less school, one more church, and

14 one more daycare facility within the

15 Alternative 2 noise contour.

16 Alternative 3, if you remember back

17 when I described the alternatives and their

18 runway use, this alternative, the new runway

19 is used primarily by arrivals, that's what

20 it's assumed. This slide shows the difference

21 between the no action and the Alternative 3

22 contour, which again black hatched is no

23 action, and blue line as Alternative 3. As

24 you can see, the 1.5 dB increase area of

25 significant noise increase extends south over

1 residential areas. So there would be a

2 significant impact with this alternative. In

3 addition, there would be an increase of four

4 residential units, one less school, one more

5 church, and one more daycare facility.

6 So this next slide is a zoom in of that

7 southern area, of where the 1.5 dB extends

8 south. There would be 20 units or 20 housing

9 units located within that significant impact

10 area. Approximately 50 people. Out of 20

11 residential units, 16 have been previously

12 sound insulated, and four have been offered,

13 however have declined.

14 The last category we're going to

15 discuss is water resources. As I mentioned,

16 this includes wetlands, floodplains, surface

17 water, and ground water resources. It also

18 includes wild and scenic rivers, however there

19 are none in the area.

20 So the study area for this resource was

21 defined by the area that would have physical

22 impacts from the project. It's identified you

23 can see in the orange outline on the slide.

24 The construction of all three

25 alternatives would result in permanent impact

1 to approximately 5 acres of wetlands, 8,150

2 linear feet of streams. Those impacts would

3 require an individual permit from the Army

4 Corp of Engineers and mitigation is required.

5 It's assumed the mitigation would be

6 achieved through the purchase of stream and

7 wetland credits from the Charlotte-Mecklenburg

8 Storm Water Services Umbrella Stream and

9 Wetland Mitigation Bank.

10 There would be 13 acres of 100 year

11 floodplains that would be impacted on the

12 south end of the airport property. This would

13 require a coordination with FEMA and remapping

14 of the floodplains.

15 There also would be an additional 211

16 acres of new impervious surface, which is new

17 pavement. This would be accommodated by the

18 airport's existing storm water system and

19 would not result in impacts.

20 Then lastly there is two wells that are

21 located south of Concourse B that would

22 require to be abandoned, and that would be

23 done so in accordance with federal, state, and

24 local regulations.

25 To summarize each of the alternatives,

1 Alternative 1 and 2 would not have significant

2 impacts, Alternative 3 would result in

3 significant noise impacts. Just as a

4 reminder, Alternative 1 is the airport's

5 proposed project at this time.

6 Moving on to COVID, we just don't want

7 to ignore the fact that COVID exists and has

8 happened. We know that the magnitude of

9 COVID, the affects on the aviation industry

10 are still happening at this time. Despite

11 that, every other major worldwide incident has

12 recovered, the aviation industry has

13 recovered. There is an underlying demand for

14 air transportation.

15 Across the country it's unknown how

16 long it will take to get back to prepandemic

17 levels, but Charlotte is seeing very rapid

18 increase, and as far I know back at 2019

19 levels as we speak today. So they have been

20 one of the faster recovering airports in the

21 country to get back to pre-pandemic levels.

22 Charlotte will continue to monitor the

23 actual traffic and delays, and just make sure

24 that they are tracking the time frames that we

25 have outlined in this EA, and that these are

1 still appropriate for this project.
 2 That ends the presentation. If you
 3 have any questions, please submit them now and
 4 we will do our best to get through them before
 5 we move into the public hearing at 2:00 p.m.
 6 If you would like to submit a formal written
 7 comment, which we highly encourage, please do
 8 so using the email address that you see on the
 9 screen, CLTcapacityEA@landrum-brown.com, or you
 10 can mail them in and address them to Sarah
 11 Potter, 4445 Lake Forest Drive, Cincinnati,
 12 Ohio 45242.

13 As I mentioned earlier, all comments
 14 must be submitted by June 1, 2021. We will
 15 respond to the comments in the final EA. Then
 16 following that, FAA will publish the final EA,
 17 and FAA will issue their federal decision.

18 So I'm going to take a second here just
 19 look at the comments that we've received.
 20 Then I will read them out. Jack and I will
 21 with respond to them as appropriate. Just
 22 give me a second here.

23 There is a specific question on the
 24 number of flights that are forecasted per day
 25 by 2023. Max flights per hour in 2023. I

1 believe the question, we analyzed the years
 2 2028 and 2033. Maybe that question is
 3 referring to operations in 2033. I would
 4 encourage the person who asked the question to
 5 reference Appendix B. There is a forecast in
 6 there that gives a lot more information than I
 7 will provide in this presentation. However,
 8 annual operations were assumed to be
 9 approximately 675,000, that's what was
 10 forecasted in 2033. On an average day that
 11 equals about 1,851 ops. I do encourage this
 12 person to reference Appendix B for more
 13 information on the forecast.

14 The next question is what is the
 15 percentage increase from 2016 versus 2033
 16 forecasted. So in 2016 the number of
 17 operations forecasted was 545,000-ish. So the
 18 increase to 2033 is approximately a 24 percent
 19 increase, over 17 years. Again, that is in
 20 Appendix B. These are FAA approved forecasts
 21 that were used in this document. Everything
 22 has been fairly well vetted through many lines
 23 of FAA, and the airlines, and the airport.

24 The next question. You mention no
 25 parks were effected, however it looks like the

1 airport overlook of the area of 18 Center will
 2 be displaced. Is there plans to relocate
 3 that. Jack, I'll let you go ahead and answer
 4 that.

5 MR. CHRISTINE: Sure. Thank you for
 6 the question. Yes, the overlook is going to
 7 be impacted by the project; however, we're
 8 already in design for the end around taxiway
 9 around the center runway. That project will
 10 start construction this year. As part of that
 11 project, we've already identified the location
 12 for a new airport overlook and it is currently
 13 in design. That overlook location will be in
 14 place before the project, or as the project is
 15 completing in 2024. We intend to keep the
 16 overlook available until we're ready to move
 17 into the new location. We absolutely wanted
 18 to protect that amenity. We're looking
 19 forward to replacing that and enhancing it as
 20 part of that project.

21 MS. POTTER: The next question is,
 22 has FAA considered an alternative measure
 23 instead of 65 DNL to ascertain the significant
 24 impact. I can't answer that question and
 25 neither really can Jack. That is a question

1 for the FAA. I do know that if you would like
 2 to submit that question to them, I'm sure they
 3 would be happy to receive it. This project
 4 has to use the current FAA guidance, which is
 5 a 1.5 dB increase is considered a significant
 6 impact.

7 So another question, will this
 8 presentation and this slide with these
 9 responses be available on the website. This
 10 presentation has been recorded and will be
 11 posted to the project website. Then also any
 12 comments that are written or submitted via the
 13 hearing that follows this presentation will be
 14 included in the final EA and will include
 15 responses to them.

16 That is the last question I see, unless
 17 anybody has any additional ones that they
 18 would like to add. Otherwise, we can take an
 19 intermission and the public hearing will start
 20 promptly at 2:00 p.m., which will have more
 21 information on this. This public hearing is
 22 just an opportunity for the public to submit
 23 oral comments. It's not another question and
 24 answer session. It is truly just for the
 25 public to submit oral comments, and they will

1 also be included in the final EA, and
 2 responded to.
 3 With that, I think we will hang here
 4 for a couple minutes. If there is any other
 5 questions, otherwise we're going to take a
 6 break and then we will be back at 2:00.
 7 (Intermission)
 8 MR. PROCTOR: Good afternoon and
 9 welcome to the public hearing for the
 10 Charlotte Douglas International Airport
 11 Capacity Enhancements Draft Environmental
 12 Assessment, or EA.
 13 My name is David Proctor. I am the
 14 public hearing officer for this hearing. The
 15 purpose of today's hearing is to collect
 16 verbal comments from the general public
 17 concerning the adequacy of the information
 18 disclosed in the draft EA on the proposed
 19 capacity enhancement projects at CLT.
 20 If you have not yet signed up to speak
 21 in this public hearing, but would like to,
 22 submit your name in the Q&A comment box at the
 23 bottom of your screen, stating that you would
 24 like to do so. By doing so, your name will be
 25 added to the list. I would like to take this

1 opportunity to make sure that everyone
 2 understands that no decision will be made
 3 today regarding the proposed project. Today's
 4 hearing is not a question and answer type of
 5 forum. Our job is to listen to what you have
 6 to say about the adequacy of the information
 7 in the draft EA. In other words, it's your
 8 turn to talk to us.
 9 Since we are here to listen, we're not
 10 going to respond to questions about the pros
 11 and cons of the proposed project. Since
 12 1:00 p.m. this afternoon we've held a public
 13 workshop for anyone to ask questions about the
 14 environmental process, and the various
 15 components of the proposed project.
 16 Following publication of the draft EA
 17 for review and comment, the next step in the
 18 federal environmental disclosure process is
 19 conducting today's hearing.
 20 When it is your turn to speak, your
 21 name will be called, and we will unmute you.
 22 Please note that once unmuted by us, you may
 23 have to unmute yourself. The unmute button is
 24 at the bottom left of your screen.
 25 So that everyone has the opportunity to

1 provide verbal comments, everyone will get
 2 three minutes to speak. To be fair, we are
 3 not going to allow people to transfer their
 4 allotted time to someone else. I ask that
 5 when you speak, you give us your name for the
 6 record. If you need more than three minutes
 7 to provide your comments, we ask that you
 8 provide your comments in writing and submit
 9 them to the project email or mailing address.
 10 Remember that the deadline to submit comments
 11 is June 1, 2021.
 12 This hearing is scheduled until
 13 3:00 p.m. We will stay here for as long as
 14 necessary for everyone to get a chance to
 15 provide verbal comments on the draft EA.
 16 As I said earlier, our job today is to
 17 listen to your comments. Before including
 18 your name, address, and telephone number,
 19 email, or other personal identifying
 20 information in your comment, be advised that
 21 your entire comment, including your personal
 22 information, may be made publicly available at
 23 any time. While you can ask us in your
 24 comment to withhold from public review your
 25 personal identifying information, we cannot

1 guarantee that we will be able to do so.
 2 Before we begin, I would just like to
 3 remind everyone that this hearing is being
 4 recorded and a transcript of this hearing will
 5 be included in the official record of this
 6 project.
 7 With that being said, we will move on
 8 to preregistered speakers. As a reminder, you
 9 will have three minutes to speak. There will
 10 be a timer on the screen for your reference.
 11 We ask that you keep your remarks within that
 12 time period. I will provide notice if you go
 13 beyond that time period, and give you a few
 14 more moments to finish your remarks. We will
 15 then mute you, and move on to the next
 16 speaker.
 17 Starting off we have Mr. Robert
 18 Petruska. We may call on next Jeffrey Mosher
 19 after that, so starting with Robert Petruska,
 20 we will unmute your microphone and you can
 21 speak now.
 22 MR. PETRUSKA: Hi, good afternoon.
 23 Robert Petruska here. Thank you very much.
 24 My comment is that 65 DNL noise metric for
 25 establishing significant impact is fatally

1 flawed. It works fine when you are close to
2 the airport as you can see in the contours
3 that were presented earlier. It does not
4 address the impact to human beings who live
5 outside of that narrow radius around the
6 airport. I'll explain why that is.

7 So 65 DNL is really about ground
8 noise. Now the FAA has instituted NextGen,
9 which is a very precise way for aircraft to
10 navigate using satellite.

11 I rented a car recently, a brand new
12 car, the car started beeping at me and I had
13 no idea why it was. The car had an advanced
14 satellite navigation system in it. The car
15 determined that I was more than a foot from
16 being exactly center of my lane, and it beeped
17 at me. First of all, I didn't realize I was
18 such a bad driver. But second of all, I was
19 amazed by the technology. Imagine that
20 technology being used by the FAA and aircraft
21 as they are flying over our houses.

22 As we increase the number of flights
23 per day by 24 percent, as was given to us, or
24 forecast, that will mean more and more
25 aircraft fly over our heads. The FAA NextGen

1 arbitrarily positioned very precise RNAV
2 waypoints above people houses. They are very
3 much immobilized or they don't move. In other
4 words, they were just arbitrarily selected to
5 increase throughput safely at the airport to
6 address the hub and spoke logistics model that
7 is being used at the airport.

8 In other words, banks of aircraft have
9 to land at the same time. You will get
10 hundreds of aircraft that will land within an
11 hour. Then this same batch will redistribute
12 the packages and people and fly back out.

13 The problem with NextGen nav waypoints
14 is they are so accurate that when the human
15 beings and taxpayers who are below those RNAV
16 waypoints, they have no remedy. Basically you
17 have aircraft flying over your house every 30
18 seconds or even 17 seconds between aircraft.
19 It's very objectionable and bothers people.

20 So bottom line is that there needs to
21 be a different metric to assess significant
22 impact. For example, N Above or C-Weighted
23 decibel. At least drops the decibels down to
24 45 decibels. Thank you very much.

25 MR. PROCTOR: Thank you very much,

1 Mr. Petruska. We are going to now move on to
2 Jeffrey Mosher, if he's available. Then
3 Judson Larkins, and Romato Fofana. I'm seeing
4 that they there not available at this moment.
5 If they sign on later, we will come back to
6 them.

7 Moving on to our next speaker would be
8 Kurt Wiesenberger. Then we will follow that
9 up by Rufus Beatty. Kurt Wiesenberger, we
10 will unmute your microphone now. Just wanted
11 to remind, if we unmute your microphone, you
12 may have to also unmute yourself as well.
13 That is in the lower left.

14 MR. WIESENBERGER: My name is Kurt
15 Wiesenberger, and I'm a member of the
16 Charlotte Airport Community Roundtable. The
17 roundtable has been very actively concerned
18 about air noise for surrounding communities
19 for four years or so. Within the last 12
20 months submitted a slate of proposals to the
21 FAA to reduce airport noise that has been very
22 bothersome to communities like Steele Creek,
23 Mount Island Lake, and other areas like that.

24 My point is very simple and Bob
25 Petruska pointed out a number of technical

1 issues associated with NextGen and how flights
2 are managed by the FAA. I would just like to
3 submit a concern that I understand this
4 project is about expanding the airport, and
5 adding a fourth runway. These are issues that
6 Charlotte is responsible for. I would like to
7 see Charlotte actively address the fact that
8 increasing airport capacity by let's say
9 roughly 33 percent with these additions will
10 increase the noise impact on the community by
11 that amount or so. I think it's very
12 shortsighted of the airport to move forward
13 with such a thing when a current problem
14 exists which there really is no solution for
15 at this time. That is my comment and concern.
16 Thank you very much for the opportunity.

17 MR. PROCTOR: Thank you very much,
18 Mr. Wiesenberger.

19 We will now move on to Rufus Beatty.
20 Then follow up with Hannah Smoot. So Rufus
21 Beatty, we will unmute you now, to give you
22 the opportunity to speak. One moment,
23 Mr. Beatty, we will unmute you. I believe you
24 are attending via phone. I don't know --
25 we're still not hearing Mr. Beatty. One

1 moment, please. Mr. Beatty, you may have to
2 unmute your phone line. We have unmuted you
3 on our end. We will move on to the next
4 speaker. Then we will try to come back around
5 to you, to give you an opportunity to speak,
6 okay?

7 So we will move on to Hannah Smoot to
8 speak next. We will unmute you now, you may
9 have to unmute yourself as well.

10 MS. SMOOT: Sorry, I don't have a
11 statement. I'm just listening. Thank you.

12 MR. PROCTOR: Okay, thank you very
13 much. We are going to try to go back to Rufus
14 Beatty. Mr. Beatty, if you can try pressing
15 star 6 on your phone, that will allow you to
16 unmute yourself.

17 MR. BEATTY: Yes, Mr. Proctor.

18 MR. PROCTOR: Okay, we can hear
19 you. Great. Thank you.

20 MR. BEATTY: Great, thank you.
21 My name is Rufus Beatty. The purpose of
22 speaking here today is to address the
23 historical importance of the Steele Creek
24 Presbyterian Church real estate. The airport
25 is currently accepting proposals under its RFP

1 process for the sale and development of
2 approximately 77 acres on Steele Creek
3 Road. The real estate for sale includes the
4 historic Steele Creek Presbyterian Church
5 property.

6 The sanctuary of the former Steele
7 Creek Presbyterian Church was built in 1889 by
8 its congregation, from brick made by the
9 congregation near the creek located on the
10 property.

11 The style of the sanctuary is Gothic
12 Revival. The sanctuary sits on the most
13 prominent hillside in southwest Mecklenburg
14 County. The adjacent cemetery contains nearly
15 2,000 graves dating from the 1700s to present.
16 The parents of the Reverend Billy Graham are
17 buried in the cemetery.

18 I make the following request to the
19 airport, the FAA, and the state historic
20 preservation office. The deed restrictions
21 under the RFP should include the following.
22 Number one, a 300 foot buffer surrounding all
23 sides of the cemetery. The existing forest
24 and trees should be left in place as a buffer
25 between the cemetery and development.

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

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

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

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

1 MR. MOSHER: I'm sorry, I did not
2 have any comments. I might have accidentally
3 typed something in.

4 MR. PROCTOR: Okay, that's no
5 problem. We wanted to make sure you had the
6 opportunity to speak.

7 Seeing that we have completed our list
8 of preregistered speakers, we will move on to
9 anyone who is newly registered to speak. If
10 during this hearing you have considered saying
11 something, you can use the Q&A button at the
12 bottom of your screen to ask to speak and we
13 will put you in the queue. We will keep the
14 session open for anyone who would like to
15 speak.

16 (Awaiting additional comment)

17 MR. PROCTOR: Letting everyone
18 know that if you just logged in, and you would
19 like to comment, please note that you can
20 enter your name in the Q&A section of the
21 screen below and we will place you in the
22 queue to speak. This is the public hearing
23 portion of the workshop. We are talking
24 comments.

25 (Awaiting additional comment)

1 MR. PROCTOR: If after this
 2 presentation you have a comment, there is, as
 3 shown up on the scene here, there is an email
 4 address and mailing address where you can send
 5 your comments as well.
 6 (Awaiting further comment)
 7 MR. PROCTOR: Just a reminder to
 8 everyone also that recordings will be
 9 available after both of these public workshops
 10 have taken place. You can check the website
 11 after Wednesday afternoon. Again, that is
 12 after Wednesday afternoon there will be
 13 recordings posted on the website of this
 14 presentation.
 15 (Awaiting additional comment)
 16 MR. PROCTOR: I'm seeing we do
 17 have a speaker requesting to talk. Melisa
 18 Klink, we will unmute you now.
 19 MS. KLINK: I just had a quick
 20 comment to piggyback on some of the other
 21 comments. I'm also concerned about the
 22 increase of air traffic that is going to go
 23 over my house. I know your study is within
 24 the FAA limits, but I think we've all been
 25 affected here in Charlotte, a large group of

1 us, by the NextGen. If anything that is my
 2 concern, that sometimes the traffic, I have an
 3 airplane going over my house every minute. I
 4 am concerned about the increase in capacity.
 5 If there was a way to mitigate it. I mean it
 6 wasn't a problem to a lot of the residents in
 7 Charlotte previously, before NextGen came into
 8 play. I'm hoping the Charlotte airport can
 9 work with the community and be a better
 10 neighbor as far as noise pollution. That's
 11 all I have.
 12 MR. PROCTOR: Thank you very much,
 13 Ms. Klink.
 14 We are still open and available for
 15 public comments. If you have a comment to
 16 make, please use the Q&A button at the bottom
 17 of your screen and place your name there. We
 18 will unmute you, and you will be able to
 19 speak.
 20 (Awaiting additional comment)
 21 MR. PROCTOR: Just to remind
 22 everyone, we're here in the public hearing
 23 section of the workshop. If you have just
 24 signed on, you can request to speak using the
 25 Q&A button.

1 (Awaiting additional comment)
 2 MR. PROCTOR: If anyone has just
 3 logged on, joining us, if you would like to
 4 comment, please note that you can enter your
 5 name in the Q&A section at the bottom of the
 6 screen, and we will unmute you, allow you to
 7 speak.
 8 (Awaiting additional comment)
 9 MR. PROCTOR: Again, this is a
 10 public hearing. If you have a comment to
 11 make, we are here to listen to your comments.
 12 Please use the Q&A button at the bottom to put
 13 your name in to speak if you would like to
 14 speak. We will unmute you and allow you to
 15 speak.
 16 If you have another comment that you
 17 would like to propose the contact information
 18 via email or mailing address is on the screen.
 19 (Awaiting additional comments)
 20 MR. PROCTOR: It looks like we have
 21 a new request to speak. This is from Thelma
 22 Wright. Thelma Wright, we will unmute you
 23 now. Remember you may have to unmute yourself
 24 at the bottom left.
 25 MS. WRIGHT: Good afternoon. This

1 is Thelma Wright. My comment has been
 2 actually addressed by three prior speakers;
 3 Kurt Wiesenberger, Robert Petruska and I'm not
 4 sure the other name about the noise level and
 5 that the measurement is not an accurate level.
 6 I am affected by the arrivals being closer to
 7 the airport. Now more recently the
 8 departures. So I am concerned and I want my
 9 name or my concern to be listed rather than
 10 just being an attender of this particular
 11 public hearing. I do thank you for having
 12 this opportunity to speak.
 13 I would also like to concur with the
 14 gentleman who spoke on the Steele Creek
 15 property, and the requests that have been
 16 made. It's a lovely property over in that
 17 area. The historical implications were not
 18 addressed in the previous presentation at one
 19 o'clock. Thank you.
 20 MR. PROCTOR: Thank you very much
 21 Ms. Wright for speaking. Again, reiterating
 22 that this is a public hearing. We are here to
 23 listen to your comments. So please feel free
 24 to utilize the Q&A tool button at the bottom
 25 of the screen, and list your name. We will

1 place a request for you to speak.
 2 (Awaiting additional comments)
 3 MR. PROCTOR: We will be keeping
 4 this public hearing portion of the workshop
 5 open. So if you have any Q&A questions, or
 6 excuse me, if you have any comments you would
 7 like to make, please use the Q&A button at the
 8 bottom of your screen.
 9 (Awaiting additional comments)
 10 MR. PROCTOR: It looks like we
 11 have a new request to speak. This would be
 12 from Sayle Brown. We're going to unmute your
 13 microphone. Please remember you may have to
 14 unmute yourself as well by using the bottom
 15 left unmute button.
 16 MR. BROWN: Yes, sir. Thank you.
 17 My name is Sayle Brown. I also am a member of
 18 the Airport Community Roundtable in Charlotte.
 19 I would just like to make a general comment.
 20 Adding a fourth runway is going to increase
 21 the noise considerably I think in the
 22 Charlotte area. But, before any decisions are
 23 made, moving forward with the proposed runway,
 24 I would just like to let everybody know that
 25 we, the Airport Community Roundtable, does

1 have a slate of six recommendations on the
 2 table right now for the FAA that would help
 3 currently to reduce the noise pollution that
 4 is being created around the airport like Bob
 5 Petruska said because of the NextGen and
 6 MetroPlex.
 7 The other comment I would like to make
 8 is the 65 DNL was established in 1976. 1976
 9 Secretary of Transportation and administration
 10 to the FAA submitted the aviation noise
 11 abatement policy, the ANAP. They've looked at
 12 it on and off through the years. 2018 I think
 13 they looked at it. They didn't address it.
 14 They didn't make any changes to it. The FAA,
 15 you know, using NextGen and using MetroPlex,
 16 made the air traffic control system extremely
 17 efficient throughout the United States due to
 18 the -- using GPS technology. But I don't
 19 think they have addressed the noise problems
 20 created for the outlying communities. So I
 21 just wanted to make the general comment on
 22 that, would hope that the FAA would go ahead
 23 and address our slate of six recommendations
 24 and hopefully work with us to implement them.
 25 That is about all I have to say. Thank you

1 very much for your time.
 2 MR. PROCTOR: Thank you very much,
 3 Sayle Brown.
 4 We will again keep this second portion
 5 open. If anyone is just joining us, you can
 6 use the Q&A button at the bottom of your
 7 screen to submit your name to request to
 8 speak.
 9 (Awaiting additional comments)
 10 MR. PROCTOR: We're at the 45
 11 minute mark of our public hearing. This
 12 public hearing is scheduled to run until
 13 3:00 p.m. If you have a question, or excuse
 14 me if you have a comment you would like to
 15 make, please use the Q&A button at the bottom
 16 of the screen to submit your name, thank you.
 17 (Awaiting additional comment)
 18 MR. PROCTOR: It is now 2:55
 19 during this public hearing scheduled to run
 20 until 3:00 p.m. If anyone else would like to
 21 speak, there is still five minutes left in
 22 this public hearing, please utilize the Q&A
 23 box at the bottom of your screen, enter your
 24 name, we will unmute you and allow you to
 25 speak.

1 (Awaiting additional comment)
 2 MR. PROCTOR: Okay, it is now
 3 3:00 p.m. There are no more speakers waiting
 4 to be heard, therefore I'm going to close this
 5 public hearing. Thank you everyone for
 6 participating in the public hearing for the
 7 Charlotte Douglas International Airport
 8 Capacity Enhancements Draft Environmental
 9 Assessment. Have a great afternoon.
 10 (Workshop/Public Hearing
 11 adjourned at 3:00 p.m.)
 12 - - -
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1 State of Ohio,)
2 County of Cuyahoga.) SS: CERTIFICATE

3 I, Constance Versagi, Court Reporter and
4 Notary Public in and for the State of Ohio, duly
5 commissioned and qualified, do hereby certify that
6 the foregoing record was by me reduced to
7 stenotypy/computer, afterward transcribed, and that
8 the foregoing is a true and correct transcript of
9 the record so given as aforesaid.

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

13 I do further certify that I am not a relative,
14 counsel, or attorney of either party, or otherwise
15 interested in the event of this action.

16 IN WITNESS WHEREOF, I have hereunto set my
17 hand and affixed my seal of office at Cleveland,
18 Ohio, on this 24th day of May, 2021.

19
20 *Constance Versagi MS*
21 Constance Versagi, Court Reporter and
22 Notary Public in and for the State of Ohio.
23 My Commission expires January 14, 2018.
24
25



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9
10 Transcript of remote public workshop/hearing
11 held on Tuesday, May 18, 2021, commencing at
12 6:00 p.m.
13
14 APPEARANCES:
15 Sarah Potter, Project Manager, Landrum & Brown
16 Jack Christine, COO of Charlotte, North Carolina
17 David Proctor, Public hearing moderator
18 - - -
19
20
21
22
23
24
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1 PROCEEDINGS
2 MS. POTTER: I think we will go
3 ahead and get started. Thank you everyone for
4 attending the virtual public workshop for the
5 Capacity Enhancement Project Environmental
6 Assessment at Charlotte Douglas International
7 Airport.
8 My name is Sarah Potter. I am the
9 project manager for Landrum & Brown, and we
10 are the consultant that is assisting the City
11 of Charlotte in preparing the environmental
12 assessment.
13 The draft EA was published on
14 April 16th and is now available on the project
15 website. Comments on the draft will be
16 accepted through June 1st of this year.
17 Information on where to submit comments is
18 provided at the end of this presentation and
19 also on the project website.
20 This presentation this evening is the
21 same presentation that was given yesterday
22 afternoon. There will be no new information
23 given today that wasn't given yesterday.
24 The City of Charlotte is hosting this
25 workshop to summarize the findings in the

1 draft EA. The virtual workshop is going to
2 start with a presentation. It's going to be
3 followed by a question and answer session
4 where Jack Christine, and myself, Jack is the
5 Charlotte COO, we will both be available to
6 answer questions at the end of the meeting.
7 Attendees' audio and webcams are
8 disabled, so if you want to submit a question
9 you need to use in the Q&A feature that is
10 located at the bottom of your screen. You can
11 take your mouse and hover it over the bottom
12 of your screen and you should see a Q&A button
13 appear. If you have a specific question
14 regarding a specific slide that we discuss, I
15 just ask that you reference that in your
16 question, so that we can answer the question
17 as best as possible. If there are any media
18 inquiries, we ask that you email
19 media@CLTairport.com to follow-up on those
20 inquiries.
21 Comments and questions submitted during
22 this presentation are not included in the
23 official record of comments, so we strongly
24 encourage everyone to submit all the questions
25 that are asked and any additional comments you

1 have via email, or via U.S. Postal Service, or
 2 at the public hearing that is following this
 3 workshop. All comments included in the email
 4 or the U.S. Postal Service or at the hearing
 5 will be included in the official record for
 6 the EA. Lastly I just want to let everyone
 7 know this is being record, and this recording
 8 will be posted to the project website
 9 following the meeting.

10 The agenda for the presentation will
 11 start, we will review the roles in preparing
 12 the EA. We will provide an overview of the EA
 13 process, review the purpose and need and
 14 alternates. Then we will present the
 15 potential environmental impact and end with a
 16 Q&A session and discuss how to submit a
 17 written comment.

18 So the roles on the EA is the FAA is
 19 the lead federal agency. They are responsible
 20 for the ultimate compliance with the National
 21 Environmental Policy Act, or what we call
 22 NEPA, and also the scope and content of the
 23 EA. FAA following the issuance of the final
 24 EA will issue a federal decision on the
 25 project. The City of Charlotte is the airport

1 sponsor and they are responsible for preparing
 2 the EA for the FAA in accordance with NEPA and
 3 other regulations. The city is also leading
 4 all the public outreach for the EA.

5 Landrum & Brown are the consultants
 6 which I work for. We are working under the
 7 direction of the City of Charlotte and we're
 8 assisting with the preparation of the EA and
 9 the direction of any subconsultants we have on
 10 our team.

11 So the purpose of an EA is to analyze
 12 and document potential environmental affects
 13 from the proposed action or alternatives, and
 14 to develop any mitigation measures that may be
 15 needed due to impacts. This slide shows the
 16 EA process, which started with the conversion
 17 from the EIS to the EA. It then led into the
 18 conformation of the purpose and need and
 19 development of alternatives. We then
 20 described the affected environment and then
 21 led into the environmental impacts that were
 22 analyzed for each of the alternatives we were
 23 looking at.

24 The draft EA was published on
 25 April 16th as I mentioned, and we are now in

1 the public review and comment period, which is
 2 45 days long.

3 Yesterday and today we held virtual
 4 public workshops and a hearing, which gives
 5 the opportunity for the public to submit oral
 6 comments on the draft EA document. At the end
 7 of the 45-day comment period, all the comments
 8 will be reviewed, and we will respond to them
 9 in the final EA document. Following the
 10 publishing of the final EA, FAA will issue
 11 their federal decision.

12 So moving on to the purpose and need
 13 for the project. There are two needs that
 14 Charlotte is addressing with this
 15 project. The first is insufficient gate
 16 capacity and ramp congestion. A gating
 17 analysis was completed based on FAA approved
 18 forecast, and you will see the results in the
 19 table on the screen. If no additional gates
 20 -- I'm sorry. A total of 140 gates would be
 21 needed by 2028 and 150 would be needed in
 22 2033. If no additional gates were constructed
 23 in the future, aircraft would have to hold on
 24 the airfield after landing to wait for an
 25 available gate. Having aircraft hold on the

1 airfield results in increased congestion on
 2 the pavement surrounding the terminal and
 3 excessive wait times during peak arrival
 4 times, as it greatly affects the airlines'
 5 schedule and integrity, which ultimately means
 6 that passengers could miss connections.

7 Complicating the gate shortage is also
 8 the ramp movement area, which is the pavement
 9 surrounding the terminal complex. There are
 10 five concourses; A, B, C, D, and E which you
 11 can see on the map on the screen. Each of
 12 those provide a combination of single taxi
 13 lanes, which is the red line on the diagram,
 14 and then also they provided dual taxi lanes
 15 which are the green lines on the diagram.
 16 Dual taxi lanes you can think of like normal
 17 roadways.

18 Dual parallel taxi lanes, they also
 19 provide the aircraft to operate in opposite
 20 directions, whereas single taxi lanes only
 21 have one bidirectional flow, so only one
 22 aircraft can be using the taxi lane at any
 23 time. This results in major ramp congestion,
 24 especially in the areas of Concourse D and E.
 25 These two concourses together have 55 gates,

1 or approximately half of the gate capacity at
2 the airport, which leads to high traffic
3 volumes on this single taxi lane.

4 Additionally, Concourse E is also the
5 regional jet concourse. As a result, aircraft
6 have more turns per gate each day, which
7 increases the congestion in that area also.

8 The second need for the project is
9 addressing insufficient runway capacity to
10 meet future demand at acceptable levels of
11 delay. An acceptable level of delay for this
12 project is defined as an all weather average
13 of seven minutes of runway delay per
14 operation.

15 Airfield simulations were prepared to
16 understand the level of runway delays that
17 Charlotte is currently experiencing. This
18 simulation showed the throughput, which is the
19 number of aircraft operations that can be
20 processed by the runways, increases by 13
21 percent from 2016 to 2028, whereas the all
22 weather average delays increases by 21
23 percent. These changes in throughput and
24 delay demonstrate that the runway system has
25 the ability to achieve greater capacity beyond

1 2016, but it does so at rapidly increasing
2 delays.

3 So as a result it's reasonable to
4 conclude that the Charlotte runway system was
5 approaching capacity near 2016. Between 2028
6 and 2033 the throughput increase slows to
7 4 percent, but the delays would continue to
8 increase at a rapid pace of 24 percent. That
9 relationship of throughput and delay indicates
10 that the runway system would reach capacity
11 around 2028.

12 So the airport developed a set of
13 project elements to address the needs that I
14 just previously described. These elements are
15 collectively referred to as the proposed
16 action.

17 The proposed action in this EA includes
18 a new 10,000 foot runway, which is shown in
19 purple in the diagram. As well as north and
20 south end around taxiways. In addition, West
21 Boulevard would also need to be relocated and
22 this would be done so using existing roadways
23 Byrum and Piney Top.

24 The other main elements include
25 expanding Concourses B and C, creating dual

1 taxi lanes around the terminal, closing runway
2 523, and expanding the ramp areas south so
3 that there are east/west corridors to allow
4 for efficient movement of aircraft.

5 The Council on Environmental Quality
6 requires that an EA explore and consider all
7 reasonable and feasible alternatives to the
8 proposed action that meet the purpose and
9 need, but do so with a lesser environmental
10 impact. As a result, a thorough and objective
11 analysis of alternatives was completed as part
12 of this EA process.

13 The virtual presentation posted on
14 December 3rd of last year presented the
15 alternatives analysis. This was presented on
16 our project website. The analysis identified
17 three what we call build alternatives that
18 were analyzed in the EA for potential
19 environment impacts.

20 The no action alternative is also
21 required to be carried forward in the EA by
22 the Council on Environmental Quality, even
23 though it does not meet the purpose and need
24 for the project. The no action is used as a
25 basis of comparison for all of the build

1 alternatives to compare back to, in order to
2 understand the level of impacts for each
3 alternative.

4 In the no action alternative for this
5 EA airport infrastructure would remain the
6 same as today, except with additional
7 independent improvement projects which are
8 currently either under design or in
9 construction. These projects are circled in
10 orange on the screen. They have each
11 undergone their own independent NEPA
12 documentation and approval process.

13 These include the Concourse A Phase 2
14 pier and ramp expansion, the north end around
15 taxiway on the center runway, the west hold
16 pads, a deice pad on the mid south field, the
17 mid south airfield there. Then also a
18 crossfield taxiway.

19 In the no action scenario it's very
20 important to understand operations will still
21 continue to increase at the airport. They
22 would experience an increase in delay per
23 operation, and they would also have continued
24 congestion in the terminal area and a shortage
25 of gates.

1 So the alternatives, the build
 2 alternatives that we looked at, the first one
 3 is the proposed action, which I previously
 4 described. It includes a new runway in the
 5 midfield with north and south end around
 6 taxiways. This runway would be located 3100
 7 feet to the east of the west runway, and 1200
 8 feet to the west of the center runway. This
 9 alternative also includes expansion of
 10 Concourses B and C, dual taxi lanes,
 11 crossfield taxiway corridors and also closing
 12 523.

13 The new runway in this alternative is
 14 assumed to primarily be used by departures and
 15 that is why it is 10,000 feet long. So our
 16 assumptions in this alternative are that
 17 arrivals would primarily use the west runway,
 18 the existing center runway, and the east
 19 runway. It's assumed that departures would
 20 primarily occur on the new runway and also the
 21 east runway.

22 Alternative 2 is very similar to
 23 Alternative 1. In this alternative the new
 24 runway is located 3200 feet to the east of the
 25 west runway. 1100 feet to the west of the

1 center runway. So there is a 100 foot
 2 westward shift of the runway. This is meant
 3 to take advantage of potential future runway
 4 separation rules by the FAA that could
 5 potentially lead to different uses of the
 6 runway.

7 This new runway, again similar to
 8 Alternative 1, was assumed to primarily be
 9 used by departures, therefore it is 10,000
 10 feet long. In this alternative the runway use
 11 is the same as Alternative 1, which is
 12 arrivals would primarily use the west existing
 13 center and east runway, and departures would
 14 primarily use the new runway and the east
 15 runway.

16 The third build alternative that we
 17 looked at includes a new midfield runway
 18 located 3400 feet to the east of the west
 19 runway, and 900 feet to the west of the center
 20 runway. This new runway is only 8900 feet
 21 long as it's assumed to be primarily used by
 22 arrivals, and therefore 10,000 feet is not
 23 required. So the runway use in this
 24 alternative would be assumed to be on the west
 25 runway, the new runway, and the east runway.

1 Departures would use the existing center
 2 runway and the east runway.

3 So each of the alternatives were then
 4 evaluated for their potential impact on 18
 5 resource categories, which you see identified
 6 on this slide. The next section of the
 7 presentation will review the potential
 8 environment impacts at a high level for each
 9 of the resource categories you see in bold.

10 These include DOT section 4(f)
 11 historic, archeologic and cultural resources,
 12 noise and noise compatible land use, and water
 13 resources, which includes wetlands,
 14 floodplains, surface water and ground
 15 water. Wild and scenic rivers are also
 16 included there, but there are none in the
 17 area.

18 You can find the potential impacts for
 19 all the remaining resources categories in the
 20 EA and also even more detail on the bolded
 21 categories in the draft EA.

22 So first we're going to start with
 23 historic, architectural, archeological and
 24 cultural resources. The National Historic
 25 Preservation Act is the primary law governing

1 the preservation of prehistoric resources.
 2 Section 106 of that act requires the FAA to
 3 determine the potential effects of
 4 undertakings, or what we call the proposed
 5 action.

6 The study area used in historic
 7 resources is called the area of potential
 8 affect and you see it shown on the diagram in
 9 purple. This boundary is identified to
 10 include any areas that would physically be
 11 impacted by the project, but it also includes
 12 areas where noise increases could occur or
 13 visual impacts could occur.

14 Within that area two historic resources
 15 were identified and they include the WPA
 16 Douglas Airport Hangar, which is identified as
 17 number one in the northeast part of the
 18 airfield. Then there is an old terminal
 19 building, which is identified as number 2 and
 20 it's on the east midfield area. Both of these
 21 properties are determined to be eligible for
 22 the National Register of Historic Places. So
 23 that is why they are actually determined --
 24 the impact analysis looked at each of these
 25 properties.

1 The impact analysis completed
2 determined that the WPA Douglas Airport Hangar
3 would not experience a direct or indirect
4 affect with any of the three alternatives that
5 we looked at. However the old terminal
6 building was determined to have a direct
7 adverse affect as it would be removed with
8 implementation of all three build
9 alternatives.

10 As a result, the FAA, the North
11 Carolina Historic Preservation Office, and the
12 City of Charlotte will enter into a memorandum
13 of agreement and that will address the impact
14 and mitigate the adverse affect.

15 The next category is the U.S.
16 Department of Transportation Section 4(f)
17 Resources. These are resources which are
18 publicly protected. They include publicly
19 owned parks, recreation areas, wildlife and
20 water fowl refuges, historic sites of
21 national, local or state significance.

22 Again, we're looking at that two
23 historic sites that were identified in the
24 previous analysis for historic. Both of those
25 are considered section 4(f) properties. There

1 were no other 4(f) properties which were
2 identified within the boundary of the study
3 area.

4 The study area in this resource
5 category was the same as historic. It
6 includes areas where disturbance would occur
7 and visual impacts or potential noise
8 increases could occur.

9 When you look at Section 4(f) impacts
10 there are two types of impacts you analyze.
11 The first is a physical use. The second is a
12 constructive use. A physical use would occur
13 when the action actually involves the physical
14 taking of the property, and a constructive use
15 would occur if the impacts of the property are
16 so severe that it would substantially impair
17 the reason why it was considered a Section
18 4(f) property.

19 Implementation of all of the
20 alternatives was determined to have a physical
21 use on the old terminal building as it would
22 be physically removed. The WPA Douglas
23 Airport Hangar was determined to not have any
24 physical or constructive use with any of the
25 alternatives. So as specifically mentioned,

1 the FAA, North Carolina Historic Preservation
2 Office, and the City of Charlotte are entering
3 into a memorandum of agreement to mitigate the
4 impact.

5 The next category we're going to
6 discuss is noise and noise compatible land
7 use. So before we actually get into the
8 contours, I want to make sure everyone's aware
9 significant impact is defined by FAA is if the
10 action or the alternative would increase noise
11 by a 1.5 decibel or more over a noise
12 sensitive land use within the 65 DNL or higher
13 noise contour.

14 So for example, if an increase from 65
15 and a half to 67 DNL occurred over a noise
16 sensitive land use, then there would be a
17 significant impact.

18 A noise sensitive facility located in
19 the 65 DNL is not necessarily considered a
20 significant impact, unless it is in a 1.5 dB
21 increase area.

22 Also the FAA requires that all of this
23 analysis for noise impacts we use a particular
24 noise model that they require. It's called
25 AEDT. They require us to use that model and

1 also to prepare noise contours. You are not
2 allowed to use noise measurements to determine
3 impacts.

4 So getting on to the exhibit on the
5 screen. This is the Alternative 1 proposed
6 action, versus the no action noise contour.
7 The black hatched line contour is the no
8 action 65 DNL contour. The blue line is the
9 Alternative 1 65 DNL contour.

10 The area shown in the green hatched is
11 the 1.5 dB increase area. That is where
12 significant impacts could potentially
13 occurred. However that area is entirely
14 located over compatible land use, which is
15 airport property, and some of it slightly goes
16 on to the Norfolk Southern property, and as a
17 result there would be no significant impacts
18 with Alternative 1 and no mitigation would be
19 required.

20 Looking at the number of noise
21 sensitive facilities in the Alternative 1
22 65 DNL, you see 21 less residential units.
23 You see one less school, one more church and
24 one more daycare facility in the
25 Alternative 1, 65 DNL.

1 Alternative 2 contour looks very
2 similar to Alternative 1 as the runways are
3 only 100 feet different. So this slide has
4 the same color scheme which is the no action
5 is in the black hatched, the Alternative 2
6 65 DNL is in the blue line. As you can see,
7 the green hatched 1.5 dB increase area is
8 entirely over airport property, and the
9 Norfolk Southern areas, so there are no
10 significant impacts with this alternative
11 either and no mitigation would be required.
12 There would be 17 less residential units, one
13 less school, one more church, and one more
14 daycare facility exposed to the 65 DNL noise
15 contour for Alternative 2.

16 Alternative 3, if you remember, this
17 runway is used differently, so its used by
18 arrivals. So you will see a little bit
19 different impact areas. Again, the no action
20 is in the black hatched area, the blue line is
21 the Alternative 3 noise contour. The green
22 again is the 1.5 dB increase areas.

23 As you can see, that area extends south
24 over residential units, when you compare back
25 to no action contour. As a result this

1 alternative would experience significant noise
2 impacts. This alternative would also have an
3 increase in four residential units, one less
4 school, one more church, and one more daycare
5 facility exposed to the 65 DNL contour.

6 This next slide is a zoom in of that
7 southern area where the 1.5 extends. Within
8 that 1.5 dB area there would be 20 housing
9 units, or approximately 50 people. Of the 20
10 residential units, 16 have previously been
11 sound insulated, the remaining four have been
12 offered, however have declined under previous
13 mitigation programs at the airport.

14 The last category is water resources.
15 This category again includes wetlands,
16 floodplains, surface water, and ground water
17 resources. The study area identified for
18 water includes all areas where physical
19 impacts could occur from the project. You can
20 see it on the screen in the yellow outlined
21 area.

22 The construction of all three
23 alternatives would result in the permanent
24 impact to 5 acres of wetlands, 8,150 linear
25 feet of streams. Impacts to the wetlands and

1 streams would require an individual permit
2 from the Army Corp of Engineers. Mitigation
3 would be achieved through the purchase of
4 stream and wetland credits from the
5 Charlotte-Mecklenburg Storm Water Surfaces
6 Umbrella Stream and Wetland Mitigation Bank.

7 In addition 13 acres of 100 year
8 floodplains would be impacted, which would
9 require coordination with FEMA and remapping
10 of the floodplains. This area is on the
11 southern portion of the airport. It's in the
12 rusty colored shaded area.

13 There is also 211 acres of new
14 impervious surface, which is new pavement.
15 This increase in impervious surfaces would be
16 accommodated by the airport storm water
17 system, and no additional improvements would
18 be required.

19 Abandonment of two wells, which are
20 located in the midfield, south of the
21 Concourse B area would also need to be
22 abandoned and that would be done so in
23 accordance with federal, state, or local
24 requirements.

25 So in summary, Alternative 1, which is

1 the airport's proposed action, and
2 Alternative 2 would have no significant
3 impacts on any of the environmental source
4 categories. Alternative 3 would have
5 significant impacts on noise, and noise
6 compatible land use.

7 Lastly this end, the summary of the
8 impact analysis that we prepared, we just want
9 to acknowledge COVID's potential impact on the
10 project. The full impact of COVID-19 within
11 the national aviation system is not known at
12 this time. However the industry has recovered
13 despite every other major worldwide incident,
14 pandemic, or recession, which underlines the
15 demand for demand for air transportation.

16 At this time we're seeing Charlotte
17 returning to 100 percent of what they were
18 operating at in 2019, so they are recovering
19 fairly quickly, compared to others across the
20 country. They are going to continue to
21 monitor actual traffic and delays in addition
22 to the short-term forecast, to make sure the
23 appropriate timing of the EA projects is
24 taken.

25 So with that, we are ending this

1 presentation. If you would like to submit a
 2 question, please do so under the Q&A box at
 3 the bottom of the screen. However we do, as I
 4 mentioned, strongly encourage you to submit a
 5 formal written comment on the draft EA and any
 6 information. Please submit your comments
 7 either by email to
 8 CLTcapacityEA@landrum-brown.com, or you can
 9 mail via the U.S. Postal Service to Sarah
 10 Potter at 4445 Lake Forest Drive, Cincinnati,
 11 Ohio 45242. All comments must be submitted by
 12 June 1st of 2021 to be included in the
 13 official record for this EA. The EA will, the
 14 final EA will, as I mentioned, include the
 15 comments and responses to them. Following the
 16 issuance of the final EA, then FAA issues
 17 their federal decision on the project.

18 With that let me go to the questions
 19 and see if there are any questions. At this
 20 time I do not see that anybody has entered any
 21 questions. So please do so if you have any.
 22 We will give a minute or two to go ahead and
 23 do so. We are standing by.

24 (Waiting for questions)

25 MS. POTTER: Well, I guess at this

1 point we will go ahead and take an
 2 intermission. If anybody does think of a
 3 question within the next half an hour before
 4 the public hearing begins, you can enter it
 5 into the Q&A box at the bottom of your screen.

6 In any case, we will be back at
 7 7:00 p.m. to begin the official public hearing
 8 to accept oral comments. I just want everyone
 9 to know that is not a question and answer
 10 session. That is truly just allowing you, the
 11 public, to provide your comments orally on the
 12 draft EA.

13 So if nobody has any questions, we will
 14 see you back at 7:00 p.m. Thank you.

15 (Intermission)

16 MR. PROCTOR: Hello and good
 17 evening. Welcome to the public hearing for
 18 the Charlotte Douglas International Airport
 19 Capacity Enhancement Draft Environmental
 20 Assessment, or EA. My name is David Proctor
 21 and I'm the public hearing officer for this
 22 hearing.

23 The purpose of today's hearing is to
 24 collect verbal comments from the general
 25 public concerning the adequacy of the

1 information disclosed in the draft EA, and
 2 the proposed capacity enhancement projects at
 3 CLT.

4 If you have not yet signed up to speak
 5 in this public hearing, but you would like to,
 6 submit your name in the Q&A comment box at the
 7 bottom of your screen stating that you would
 8 like to do so. By doing so, your name will be
 9 added to this list.

10 I would like to take this opportunity
 11 to make sure that everyone understands that no
 12 decision will be made today regarding the
 13 proposed projects. Today's hearing is not a
 14 question and answer type of forum. Our job is
 15 to listen to what you have to say about the
 16 adequacy of the information in the draft EA.
 17 In other words, it's your turn to talk to us.

18 Since we are here to listen, we are not
 19 going to respond to questions about the pros
 20 and cons of the proposed project. Since
 21 6:00 p.m. this afternoon we have held a public
 22 workshop for anyone to ask questions about the
 23 environmental process and the various
 24 components of the proposed project.

25 Following publication of the draft EA

1 for review and comment, the next step in the
 2 federal environmental disclosure process is
 3 conducting today's hearing.

4 When it is your turn to speak, your
 5 name will be called, and we will unmute you.
 6 Please note that once unmuted by us, you may
 7 also have to unmute yourself. The unmute
 8 button is at the bottom left of your screen.

9 So that everyone has the opportunity to
 10 provide verbal comments, everyone will get
 11 three minutes to speak. To be fair, we are
 12 not going to allow people to transfer their
 13 allotted time to someone else.

14 I ask that when you speak you give your
 15 name for the record. If you need more than
 16 three minutes to provide your comments, we ask
 17 that you provide your comments in writing and
 18 submit them to the project email or mailing
 19 address. Remember that the deadline to submit
 20 comments is June 1, 2021. This hearing is
 21 scheduled until 8:00 p.m. today. We will stay
 22 here for as long as necessary for everyone to
 23 get a chance to provide verbal comments on the
 24 draft EA.

25 As I said earlier, our job here today

1 is to listen to your comments. Before
2 including your name, address, and telephone
3 number, email, or personal identifying
4 information in your comments, be advised your
5 entire comment, including your personal
6 identifying information may be made publicly
7 available at any time. While you can ask us
8 in your comment to withhold from public review
9 your personal identifying information, we
10 cannot guarantee that we will be able to do
11 so.

12 Before we begin, I would like to remind
13 everyone that this hearing is being recorded
14 and a transcript of this hearing will be
15 included in the official record of this
16 project.

17 Now with that being said, we're going
18 to move on to the preregistered speakers. As
19 a reminder, you have three minutes to speak.
20 There will be a timer on the screen for your
21 reference and we ask that you keep your
22 remarks within that time period. I will
23 provide a notice if you go over that time
24 period, and give you a few moments to finish
25 up. We will then mute you and move on to the

1 next speaker.

2 Our list of preregistered speakers we
3 have our first speaker is Sharon Keith. We
4 will unmute you now, Sharon, you may have to
5 unmute yourself as well.

6 MS. KEITH: Hi, this is Sharon
7 Keith. Can you hear me?

8 MR. PROCTOR: Yes, we can hear you.

9 MS. KEITH: I missed the earlier
10 meeting, however I am concerned, it seems like
11 lately there is an unusual amount of airplane
12 traffic and I can't sit out on my patio and
13 enjoy the evening because an airplane is
14 coming over probably like every 30 seconds to
15 every minute, or two, at the most. With you
16 guys adding an extra runway, is this only
17 going to be worse, as well as what determines
18 what the route is that the planes fly. So I'm
19 just kind of concerned. It just seems to be
20 getting worse. When I get home from work, I
21 would like to be able to sit on my patio
22 without all the noise that I can't even enjoy
23 my evening.

24 That is pretty much all I have to say,
25 other than at some point do we even have a

1 choice, like what can be done as far as the
2 route that the planes take and things like
3 that. Is there anything that can be done? I
4 would like to get some additional information.
5 That is it.

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

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

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

1 (Awaiting additional comment)

2 MR. PROCTOR: Just wanted to remind
3 everyone we are in the public hearing portion
4 of the workshop. If you are listening in via
5 phone, the best way to communicate that you
6 would like to speak would be to utilize a
7 computer, to hit the Q&A button at the bottom
8 of the screen to enter your name. We will
9 then put you in a queue. If you are attending
10 via phone, there isn't a way to request to
11 speak, so you would have to use that method.

12 (Awaiting additional comment)

13 MR. PROCTOR: It is 7:15. This
14 public hearing is going to remain open until
15 8:00 p.m. Again, this public hearing is your
16 opportunity to speak to us, and for us to
17 listen. If you just logged on and would like
18 to make a comment, please note that you can
19 enter your name in the Q&A section at the
20 bottom of your screen, and you will be entered
21 into a queue to speak. We will be keeping
22 this open until 8:00 p.m. I'll make periodic
23 announcements and reminders of the protocols
24 to sign up to speak.

25 (Awaiting additional comment)

1 MR. PROCTOR: I wanted to make an
2 announcement that if you feel more comfortable
3 making your statement or asking a question via
4 email or mail, those options are available, as
5 displayed on the screen. Email
6 CLTcapacityEA@landrum-brown.com or mail to
7 Sarah Potter at 4445 Lake Forest Drive, Suite
8 700, Cincinnati, Ohio, 45242.

9 (Awaiting additional comment)

10 MR. PROCTOR: I want to announce
11 that we are currently halfway through our
12 allotted time for this public hearing
13 scheduled until 8:00 p.m. today. If you just
14 logged on, would like to comment, please enter
15 your name point to the Q&A section at the
16 bottom of your screen, we'll put you in a
17 queue to do so.

18 (Awaiting additional comment)

19 MR. PROCTOR: We are in the public
20 hearing portion of this workshop. If you
21 would like to make a comment, you can press
22 the Q&A button at the bottom of your screen,
23 enter your name to request to speak. We will
24 put you in a queue and call on you to make
25 your comment. This hearing will be open until

1 8:00 p.m.

2 (Awaiting additional comment)

3 MR. PROCTOR: We're now at the
4 three-fourths completion mark of our allotted
5 time for this public hearing scheduled until
6 8:00 p.m. today. This public hearing is your
7 opportunity to voice your comments and for us
8 to listen. If you would like to speak, please
9 enter your name into the Q&A section at the
10 bottom of your screen and we will call on you.

11 (Awaiting additional comment)

12 MR. PROCTOR: It is now 7:55, a
13 little past 7:55. This public hearing is
14 scheduled until 8:00 p.m. If anyone would
15 like to speak, now is your time to do so.
16 Please mark in the Q&A box, put your name and
17 we will call on you. Please remember you can
18 enter your name into the Q&A box at the bottom
19 of your screen. We will call on you to speak.

20 (Awaiting additional comment)

21 MR. PROCTOR: It is now 8:00 p.m.
22 and from what I see there are no more speakers
23 waiting to be heard, therefore I'm going to
24 close this public hearing. Thank you everyone
25 for participating in the public hearing for

1 the Charlotte Douglas International Airport
2 Capacity Enhancement Draft Environmental
3 Assessment. Have a great afternoon.
4 (Workshop/Public Hearing
5 adjourned at 8:00 p.m.)
6 - - -
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1 State of Ohio,)
2 County of Cuyahoga,) SS: CERTIFICATE

3 I, Constance Versagi, Court Reporter and
4 Notary Public in and for the State of Ohio, duly
5 commissioned and qualified, do hereby certify that
6 the foregoing record was by me reduced to
7 stenotypy/computer, afterward transcribed, and that
8 the foregoing is a true and correct transcript of
9 the record so given as aforesaid.

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

13 I do further certify that I am not a relative,
14 counsel, or attorney of either party, or otherwise
15 interested in the event of this action.

16 IN WITNESS WHEREOF, I have hereunto set my
17 hand and affixed my seal of office at Cleveland,
18 Ohio, on this 24th day of May, 2021.

19
20
21 *Constance Versagi*
22 Constance Versagi, Court Reporter and
23 Notary Public in and for the State of Ohio,
24 My Commission expires January 14, 2018.
25

Environmental Justice Outreach

Environmental Justice Analysis Summary
Correspondence

Environmental Justice Impact Analysis Summary

BACKGROUND

The City of Charlotte (Airport Sponsor) is preparing an Environmental Assessment (EA), in accordance with the National Environmental Policy Act (NEPA) to evaluate the potential impacts of the Proposed Action at Charlotte Douglas International Airport (CLT). The Proposed Action includes the following airfield and terminal capacity enhancement projects and is shown in **Exhibit 1**:

- **Runway and Taxiways:** Construction of a 10,000-foot runway 3,100 feet to the east of the west runway 18R/36L and 1,200 feet west of the existing center runway, 18C/36C. 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. The project would also require relocating West Boulevard.
- **Terminal and Ramp Expansion:** Expansion of Concourses B and C, dual taxilanes around the terminal, closing Runway 05/23 and expanding the ramp area south to create east/west corridors to allow for efficient movement of aircraft.

The Federal Aviation Administration (FAA) began the NEPA process as an Environmental Impact Statement (EIS) in March 2018 for a 12,000-foot runway. The EIS was cancelled in February 2019 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. Similar to the EIS, the EA will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action.

NEED FOR THE PROPOSED ACTION

CLT is the sixth busiest airport in the United States. The FAA forecasts that flights will increase 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. As a result, the Airport is proposing airfield and terminal improvements at CLT to accommodate future aviation demand.

NEPA & ENVIRONMENTAL JUSTICE

In accordance with NEPA, an EA is being prepared to determine if the Proposed Action would result in significant environmental impacts. Furthermore, Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, requires each federal agency to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations, also known as environmental justice communities.

During the preparation of the EA, a General Study Area (GSA) was defined as the area where impacts from the implementation of the Proposed Action may exist. The U.S. Census Bureau's American Community Survey (ACS) 5-Year Estimate data for 2015-2019 was utilized to identify census block groups within the GSA that contain a higher percent of minority and/or low-income populations compared to Mecklenburg County, known as environmental justice communities. Communities identified as low-income populations are located to the north, east and south of the Airport. Minority populations were identified to the north and east of the Airport. These areas are shown in the exhibits attached to this memorandum. These populations are shown in **Exhibit 2** and **Exhibit 3**.

IMPACT ANALYSIS

The following is a summary of the impact analysis from the EA. The No Action Alternative, the Proposed Action, and two build alternatives were evaluated for their potential direct, indirect, and cumulative impacts on 18 resource categories. The impact analysis found that no significant impacts are anticipated to occur due to the implementation of the Proposed Action. The following summarizes the resource categories that could potentially have disproportionately high and adverse impacts on environmental justice communities. For more information on the impact analysis see Chapter 4 of the EA.

Air Quality – The air quality analysis determined the Proposed Action would decrease air quality emissions due to the reduction in taxi times and delays when compared to the No Action Alternative. Therefore, there would not be a disproportionately high and adverse effect on environmental justice communities due to the implementation of any of the alternatives. For additional information see Section 4.3 of the EA.

Noise – According to FAA Order 1050.1F, the definition of FAA's significance threshold for noise is if the action would increase noise by DNL 1.5 decibels (dB) or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.

The Proposed Action would not result in a DNL 1.5 dB increase over NSF within the DNL 65+ dB noise exposure contour. As shown in Exhibit 4, census block groups 1, 2, 3 and 4 are low-income and minority populations (see Section 3.3.11 and Exhibits 2 and 3) and are the only minority and/or low-income census block groups that would experience changes in noise with the Proposed Action. These census block groups would experience both, increases (shaded in yellow) and decreases (shaded in blue) in noise. The Proposed Action noise contour in 2033 includes 20 housing units experiencing an increase in noise and 41 housing units experiencing a decrease in noise in the DNL 65+ dB noise exposure contour in a minority and low-income census block group when compared to the 2033 No Action Alternative. As such, there would be a decrease of 21 housing units exposed to DNL 65+ dB within minority and low-income census block groups when compared to the 2033 No Action Alternative. Eight of the housing units that would experience an increase in noise have previously been mitigated. While the 2033 Proposed Action would cause an impact to housing units in environmental justice communities, there would be 21 fewer total housing units in a minority and/or low-income census block group affected as compared to the 2033 No Action Alternative. Therefore, the Proposed Action would not have a disproportionately high and adverse impact on low-income and minority populations. Implementation of the Proposed Action would not cause those populations to suffer more than the non-minority and non-low-income population. In addition, the noise impact would not be appreciably more

severe or greater in magnitude than the adverse effect that would be suffered by the non-minority and non-low-income populations. For additional information see Section 4.12 of the EA.

Socioeconomics – All of the build alternatives was determined to result in the temporary increase in construction jobs. No disruption of communities, relocation of residences, or relocation of off -Airport business would occur with any of the build alternatives. The construction and implementation of the Proposed Action would require the relocation of a portion of West Boulevard, as it is located in the area where the south end-around taxiway would be constructed. The analysis determined no permanent significant disruption of local traffic patterns would occur as a result of this relocation. For additional information see Section 4.12 of the EA.

In addition to the previously discussed analysis, impacts on the physical or natural environment unique to these populations was considered however none were identified. Therefore, based on the analysis previously presented, no disproportionately high and adverse impacts would occur from the Proposed Action.

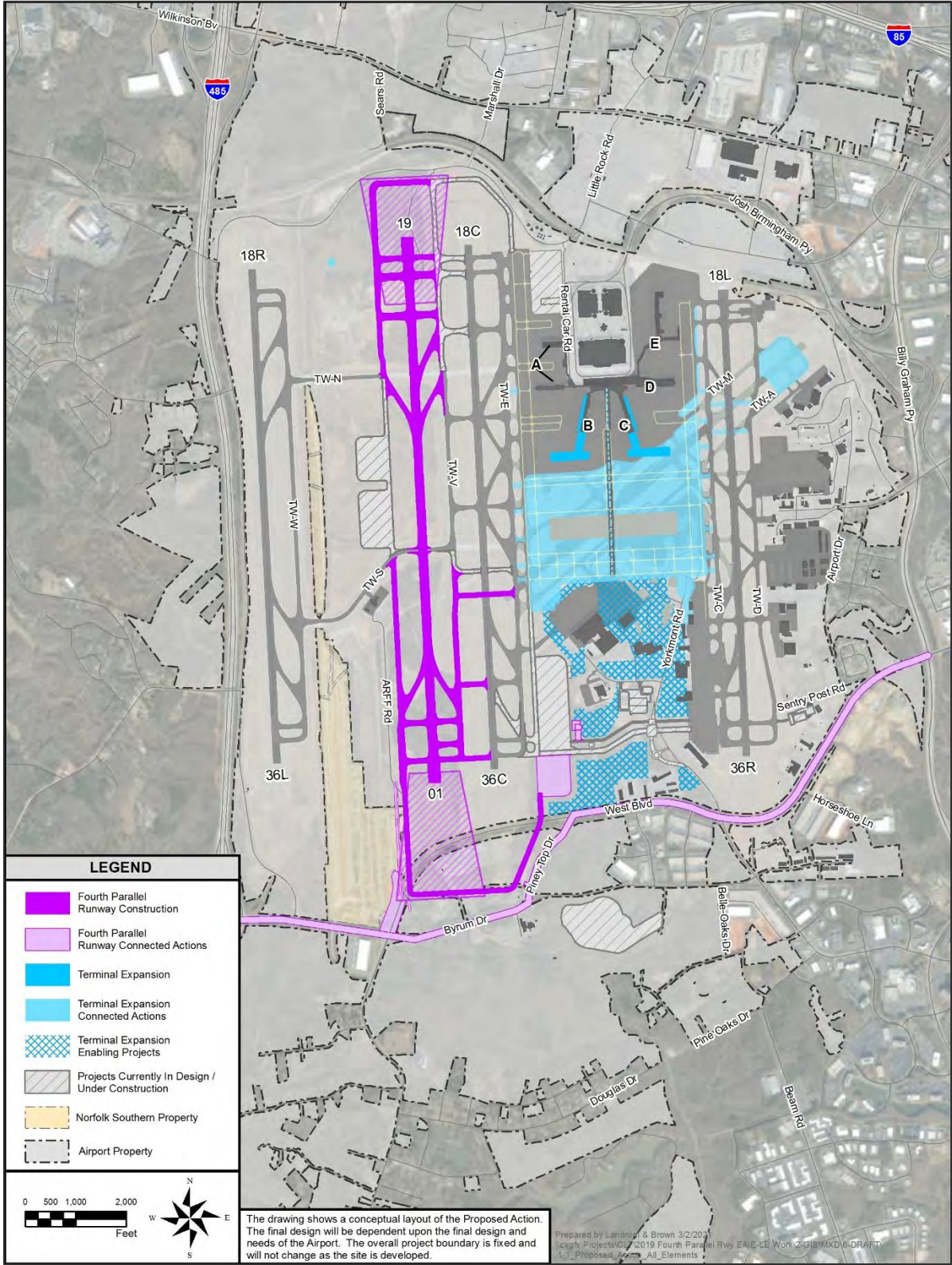
PUBLIC OUTREACH

Public outreach was conducted four points during the process. All meetings included advertisements in the Charlotte Observer, La Noticia (Spanish), and Que Pasa (Spanish). In addition, postcards, newsletters, emails, and social media was used to advertise the meetings. Translation services were offered to the public if needed.

NEXT STEPS

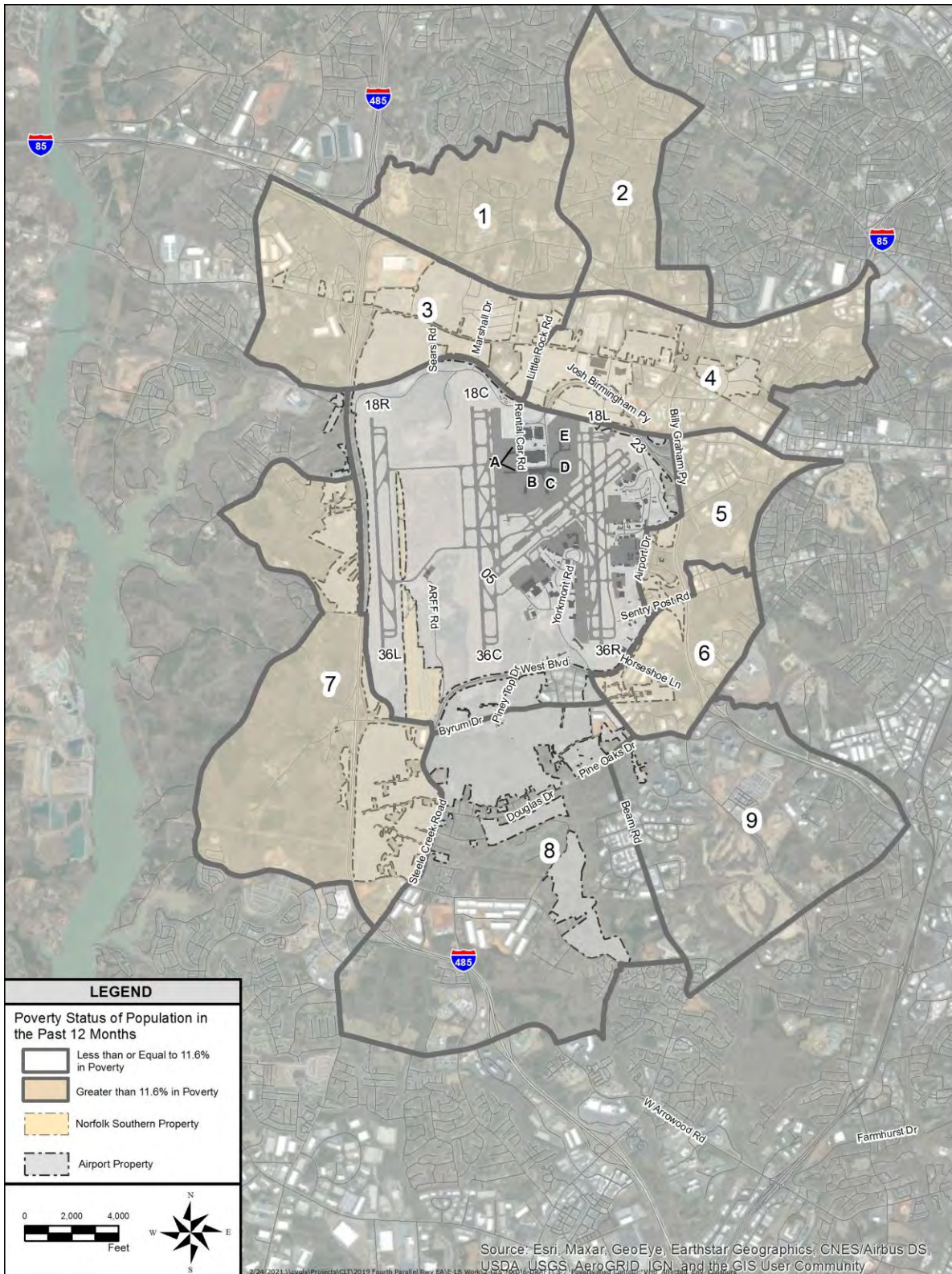
The Draft EA was published on April 16, 2021 and the public review and comment period ended on June 1, 2021. All of the comments received are being reviewed and will be responded to in the Final EA document. Following the publication of the Final EA, the FAA will issue their federal decision on the project.

EXHIBIT 1, PROPOSED ACTION



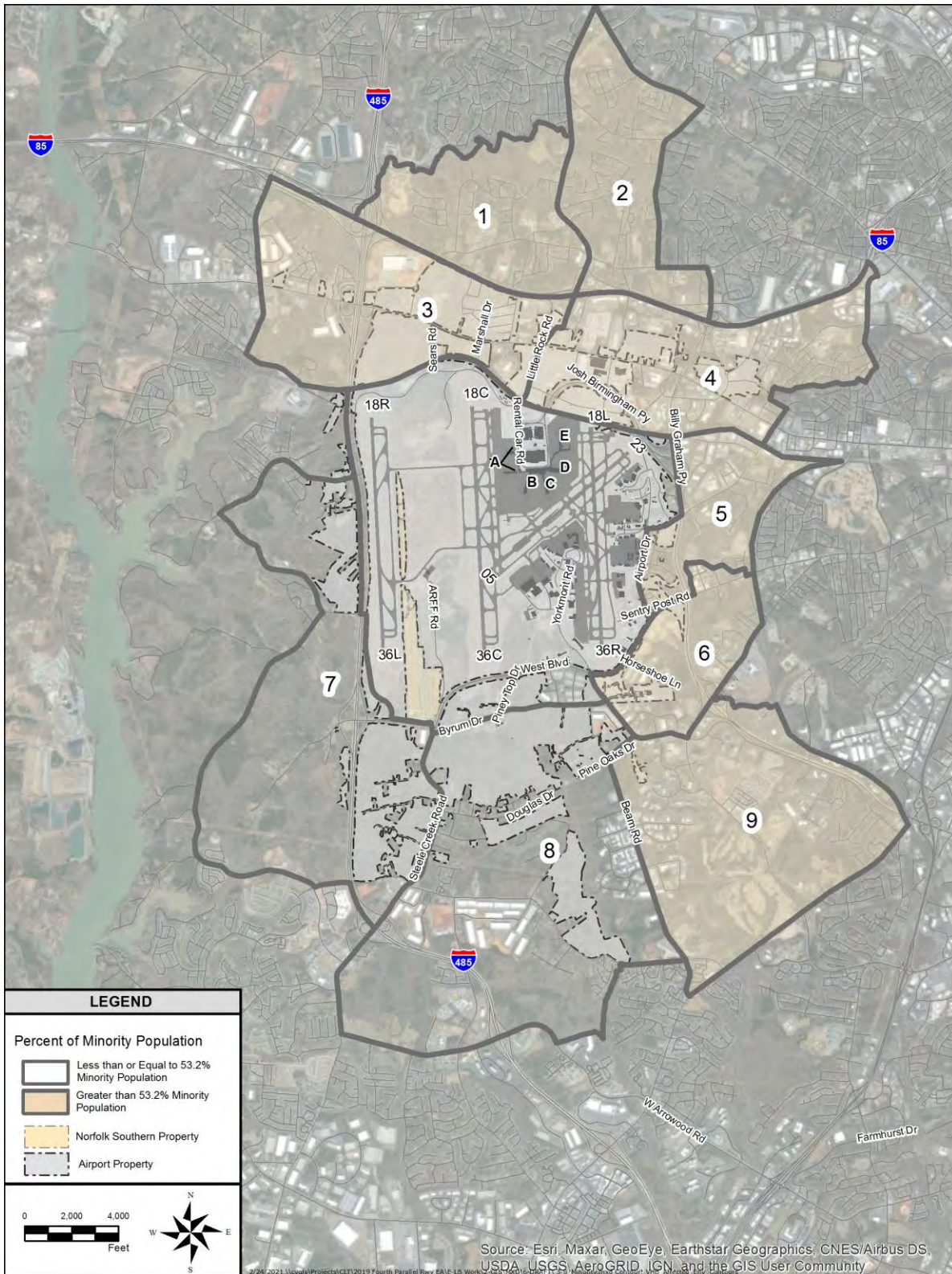
Source: Landrum & Brown, 2020

EXHIBIT 2, LOW-INCOME POPULATION



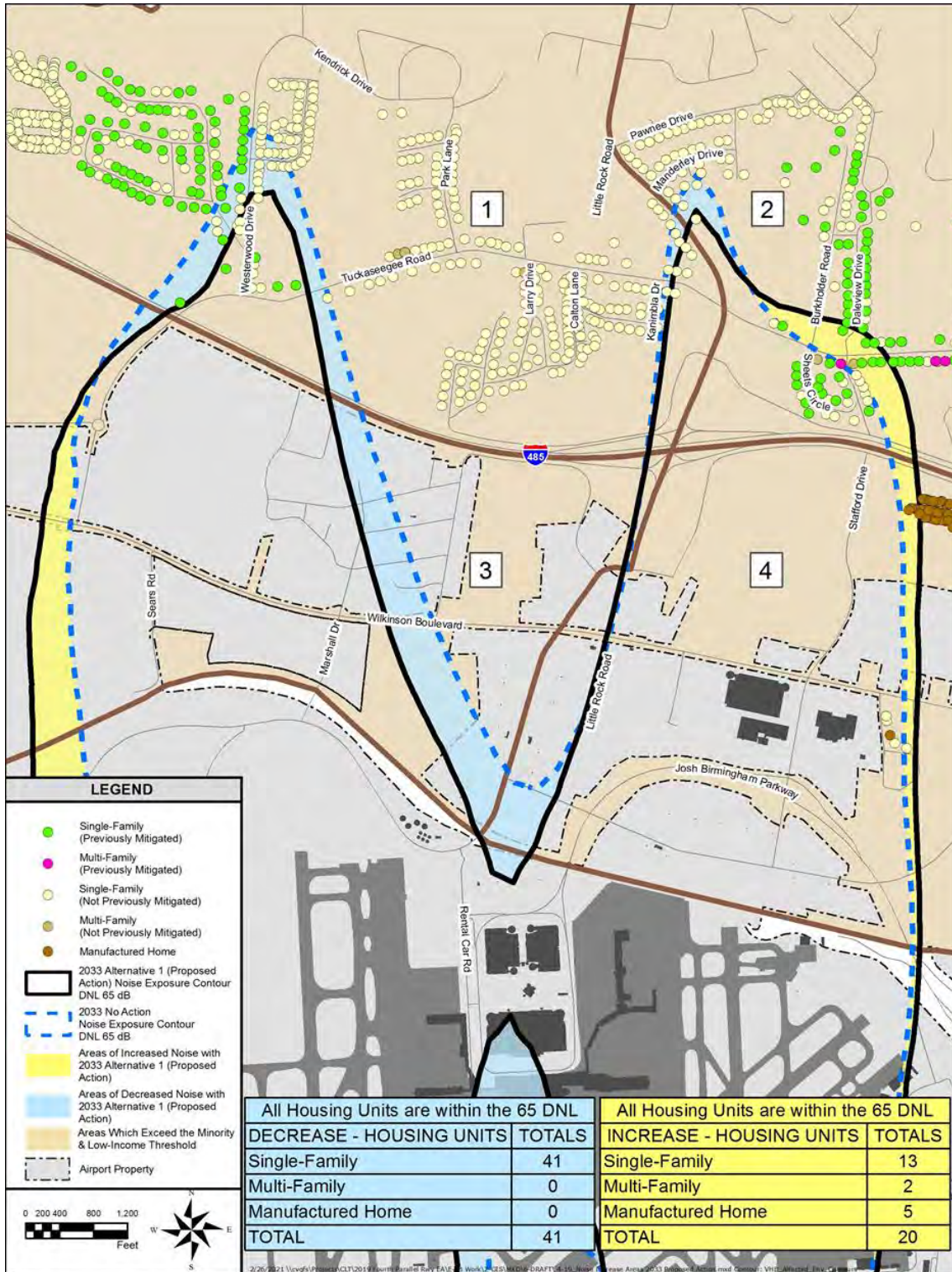
Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Landrum & Brown, 2021.

EXHIBIT 3, MINORITY POPULATION



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates. Landrum & Brown, 2021.

**EXHIBIT 4, CHANGE IN MINORITY AND LOW-INCOME POPULATION AREAS 2033
 ALTERNATIVE 1 (PROPOSED ACTION) COMPARED TO 2033 NO ACTION
 ALTERNATIVE**



Source: Landrum & Brown analysis, 2021

Gaby Elizondo

Subject: FW: Environmental Justice Impact Summary related to proposed CLT project
Attachments: Environmental Justice - CLT EA.pdf

From: Treadaway, Melissa <Melissa.Treadaway@cltairport.com>
Sent: Tuesday, June 1, 2021 9:08 AM
To: Julie Drinkhahn <Julie.Drinkhahn@goodwillsp.org>; larita.barber@goodwillsp.org
Cc: Sarah Potter <Sarah.Potter@landrumbrown.com>
Subject: Environmental Justice Impact Summary related to proposed CLT project

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.

Good Morning,

I wanted to make sure Goodwill has an opportunity to provide feedback on this project but I wasn't sure who I should send this information. If one of you are not the right person, can you please forward it along for me?

The City of Charlotte is preparing an Environmental Assessment for proposed capacity enhancements at the Charlotte Douglas International Airport. Please find the enclosed summary of the analysis completed specifically for the environmental justice communities in the vicinity of the airport. **We respectfully request for any comments be sent by June 30, 2021.**

More information about the overall Environmental Assessment can be found on the project website: <https://www.airportprojects.net/clt-capacity-ea/>. If you've got specific questions, let me know and I can find the answers for you.

Have a great week!

Melissa

MELISSA M. TREADAWAY | COMMUNITY AFFAIRS MANAGER

CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT

m 704.330.0539

cltairport.com

Gaby Elizondo

Subject: FW: Environmental Justice Impact Summary related to proposed CLT project
Attachments: Environmental Justice - CLT EA.pdf

From: Treadaway, Melissa <Melissa.Treadaway@cltairport.com>
Sent: Tuesday, June 1, 2021 8:56 AM
To: cpinkney@theharvestcenter.org; Tomi King <tking@theharvestcenter.org>
Cc: Sarah Potter <Sarah.Potter@landrumbrown.com>
Subject: Environmental Justice Impact Summary related to proposed CLT project

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Have a great week!

Melissa

MELISSA M. TREADAWAY | COMMUNITY AFFAIRS MANAGER

CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT

m 704.330.0539

cltairport.com

Gaby Elizondo

Subject: FW: Environmental Justice Impact Summary related to proposed CLT project
Attachments: Environmental Justice - CLT EA.pdf

From: Treadaway, Melissa <Melissa.Treadaway@cltairport.com>
Sent: Tuesday, June 1, 2021 8:54 AM
To: MMCDONALD@RWCI.ORG; dlittle@rwci.org
Cc: Sarah Potter <Sarah.Potter@landrumbrown.com>
Subject: Environmental Justice Impact Summary related to proposed CLT project

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.

Good Morning,

The City of Charlotte is preparing an Environmental Assessment for proposed capacity enhancements at the Charlotte Douglas International Airport. Please find the enclosed summary of the analysis completed specifically for the environmental justice communities in the vicinity of the airport. **We respectfully request for any comments be sent by June 30, 2021.**

More information about the overall Environmental Assessment can be found on the project website: <https://www.airportprojects.net/clt-capacity-ea/>. If you've got specific questions, let me know and I can find the answers for you.

Have a great week!

Melissa

MELISSA M. TREADAWAY | COMMUNITY AFFAIRS MANAGER

CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT

m 704.330.0539

cltairport.com

Gaby Elizondo

Subject: FW: Environmental Justice Impact Summary related to proposed CLT project
Attachments: Environmental Justice - CLT EA.pdf

From: Treadaway, Melissa <Melissa.Treadaway@cltairport.com>
Sent: Tuesday, June 1, 2021 8:50 AM
To: jordan@westblvdnc.org; rhall6257@gmail.com
Cc: Sarah Potter <Sarah.Potter@landrumbrown.com>
Subject: Environmental Justice Impact Summary related to proposed CLT project

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.

Good Morning,

The City of Charlotte is preparing an Environmental Assessment for proposed capacity enhancements at the Charlotte Douglas International Airport. Please find the enclosed summary of the analysis completed specifically for the environmental justice communities in the vicinity of the airport. **We respectfully request for any comments be sent by June 30, 2021.**

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Have a great week!

Melissa

MELISSA M. TREADAWAY | COMMUNITY AFFAIRS MANAGER

CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT

m 704.330.0539

cltairport.com

**Revised Draft Environmental Assessment
Public Meeting and Hearing
November 8, 2021**

Public Outreach Summary Report
Meeting Presentation
Public Hearing Transcripts



Charlotte Douglas International Airport

Capacity Enhancement Projects Revised Draft
Environmental Assessment



CHARLOTTE

A2-2450

Public Meeting & Hearing Summary Report
November 8, 2021

Overview

Since the publication of the Draft Environmental Assessment (EA) on April 16, 2021, the City of Charlotte has changed its Proposed Action from Alternative 1 to Alternative 2. The City of Charlotte released the Revised Draft EA for the CLT Capacity Enhancement Projects for public review on October 8, 2021. This initiated a 45-day comment period during which the public was able to review and make comments on the Revised Draft EA via email and U.S. Postal Service mail correspondence, or by making a statement at the virtual Public Hearing.



Due to the COVID-19 public health emergency, a virtual Public Meeting and Public Hearing were held instead of in-person public meetings to review the Revised Draft EA. The virtual meeting and hearing allowed the project team to update the public on the status of the Capacity Enhancement Projects and give the public the opportunity to orally submit comments on the Revised Draft EA document. The release of the Revised Draft EA and the virtual Public Meeting and Public Hearing were promoted through print ads and a social media campaign. Email notifications were also distributed to the project's extensive email database on October 8, 2021.

The notifications included instructions for the public on how to request an appointment to view a hard copy of the Revised Draft EA, as well as how to request translation or language services for the Public Meeting and Public Hearing. CLT distributed three additional notifications through the Connections email database, the Airport Neighborhood Update, and through a press release.

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Print Media Campaign

To announce the release of the Revised Draft EA and promote the virtual Public Meeting and Public Hearing, print ads were created in English and Spanish and published in local Charlotte newspapers beginning 30 days prior to the meeting dates. These newspapers included *The Charlotte Observer*, *Que Pasa Mi Gente*, and *La Noticia*.



The ads informed the public that the Revised Draft EA was available for review and comment, and provided instructions on how to attend the online Public Meeting and Public Hearing. An additional legal ad was also placed in *The Charlotte Observer* to announce the publication of the Revised Draft EA.

CHARLOTTE OBSERVER
10/08/21 (Display Ad)



Charlotte Douglas International Airport
CAPACITY ENHANCEMENTS ENVIRONMENTAL ASSESSMENT

The City of Charlotte
is announcing the availability of

**Charlotte Douglas
International Airport (CLT)
Capacity Enhancement Projects
Revised Draft Environmental
Assessment (EA)**

and the upcoming virtual
Public Meeting and Hearing

The City of Charlotte is announcing the availability of the Revised Draft Environmental Assessment (EA) for the CLT Capacity Enhancement Projects for public review on the project website: airportprojects.net/ct-capacity-ea/. Since the publication of the Draft EA on April 16, 2021, the City of Charlotte has decided to change its Proposed Action from Alternative 1 to Alternative 2. As discussed in the Draft EA, the only difference between the two alternatives is the location of the new runway (Runway 01/19). Alternative 2 shifts the runway 100 feet to the east as compared to Alternative 1. The decision to change the Proposed Action from Alternative 1 to Alternative 2 was made in response to the June 2021 release of an update to FAA Joint Order (JO) 7110.652, Air Traffic Control. The updated order allows for the configuration of Alternative 2 to provide operational flexibility for air traffic controllers that is not available in Alternative 1. The potential environmental impacts of Alternative 2 were presented in the Draft EA and would not result in significant impacts. In the Revised Draft EA, Alternative 2 is referred to as the Proposed Action.

There will be an opportunity on **November 8** to attend a Public Meeting and Hearing to discuss the Revised Draft EA. Due to the ongoing COVID-19 public health emergency, the Public Meeting and Hearing will be held online. The public meeting will begin promptly at 2:30 pm with a presentation and Q&A session. The public hearing will begin at 3:30 pm and is an opportunity for the public to speak. You must register to attend the virtual Public Meeting and Hearing at the project website at airportprojects.net/ct-capacity-ea/. If special accommodations, such as audio or visual assistance, are required to participate in the virtual Public Meeting and Hearing, or if internet access is not available, please leave a message at 407-440-1060 by **October 22, 2021**.

VIRTUAL PUBLIC MEETING AND HEARING
Monday, November 8, 2021
2:30pm to 4:00pm EDT

A paper copy of the Draft EA is available for public review at CLT Center, **5601 Wilkinson Boulevard, Charlotte, NC 28208**.


To make an appointment to review the Draft EA, please contact:

Amber Leathers, Planning & Environmental Manager
Charlotte Douglas International Airport
(704) 560-1820

If you have important information that has not been considered in this document or comments on the Draft EA, please send your written/email comments to the following:

Sarah Potter, Associate Vice President
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45255
Email: CLTCapacityEA@landrum-brown.com

Comments are due no later than 5pm Eastern Time on November 22, 2021. Before including your name, address and 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.



For additional information about the Revised Draft EA, please visit the project website: airportprojects.net/ct-capacity-ea/

QUE PASA MI GENTE
10/12/21



La ciudad de Charlotte anuncia la disponibilidad del **Borrador revisado de la Evaluación ambiental (EA)** de los **proyectos de mejora de capacidad del Charlotte Douglas International Airport (CLT)** y las próximas audiencia y reunión pública virtuales

La ciudad de Charlotte anuncia la disponibilidad del borrador revisado de la Evaluación ambiental (EA) para los proyectos de mejora de capacidad del CLT para revisión pública en el sitio web del proyecto: airportprojects.net/ct-capacity-ea/. Desde la publicación del Borrador de la EA el 16 de abril de 2021, la ciudad de Charlotte ha decidido cambiar su Acción Propuesta de la alternativa 1 a la alternativa 2. Como se aborda en el Borrador de la EA, la única diferencia entre las dos alternativas es la ubicación de la nueva pista (Pista 01/19). La alternativa 2 desplaza la pista 100 pies hacia el este, en comparación con la alternativa 1. La decisión de cambiar la Acción Propuesta de la alternativa 1 a la alternativa 2 se tomó en respuesta a la publicación de junio de 2021 de una actualización de la Orden Conjunta de la FAA (JO) 7110.65Z, Control de Tráfico Aéreo. La orden actualizada permite la configuración de la Alternativa 2 para brindar flexibilidad operativa a los controladores de tráfico aéreo que no está disponible en la alternativa 1. Los posibles impactos ambientales de la alternativa 2 se presentaron en el Borrador de la EA y no resultarían en impactos significativos. En el Borrador revisado de la EA, la alternativa 2 se denomina Acción Propuesta.

Habrá una oportunidad el **8 de noviembre** de asistir a una audiencia y una reunión pública para discutir el Borrador revisado de la EA. Debido a la actual emergencia de salud pública por COVID-19, la audiencia y la reunión pública se llevarán a cabo en línea. La reunión pública comenzará puntualmente a las 2:30 p.m. con una presentación y una sesión de preguntas y respuestas. La audiencia pública comenzará a las 3:30 p.m. y es una oportunidad para que el público hable. Debe registrarse para asistir a la audiencia y la reunión pública virtuales en el sitio web del proyecto en airportprojects.net/ct-capacity-ea/. Si se requieren adaptaciones especiales, como asistencia de audio o visual, para participar en la reunión y la audiencia pública virtuales, o si no hay acceso a Internet disponible, deje un mensaje al 407-440-1060 antes del **22 de octubre de 2021**.

Audiencia y reunión pública virtuales
Lunes, 8 de noviembre de 2021
De 2:30 p.m. a 4:00 p.m. EDT

Una copia física del Borrador revisado de la EA está disponible para la revisión pública en CLT Center, 5601 Wilkinson Boulevard, Charlotte, NC 28208. Para programar una cita para revisar el Borrador revisado de la EA, comuníquese con:

Amber Leathers, *Directora de Planificación y Medio Ambiente*
Charlotte Douglas International Airport (704) 560-1820

Si tiene información importante que no se ha tenido en cuenta en este documento o comentarios sobre el Borrador revisado de la EA, envíe sus comentarios por escrito o por correo electrónico a la siguiente dirección:

Sarah Potter, *Associate Vice President*, Landrum & Brown
4445 Lake Forest Drive, Suite 700, Cincinnati, OH 45255
Correo electrónico: CLTCapacityEA@landrum-brown.com

Los comentarios deben enviarse antes de las 5:00 p.m. hora del este, del 22 de noviembre de 2021. Antes de incluir en su comentario su nombre, dirección y 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.

Para obtener más información sobre el Borrador revisado de la EA, visite el sitio web del proyecto: airportprojects.net/ct-capacity-ea/

LA NOTICIA
10/13/21



La ciudad de Charlotte anuncia la disponibilidad del **Borrador revisado de la Evaluación ambiental (EA)** de los **proyectos de mejora de capacidad del Charlotte Douglas International Airport (CLT)** y las próximas audiencia y reunión pública virtuales

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Charlotte Douglas International Airport (704) 560-1820

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4445 Lake Forest Drive, Suite 700, Cincinnati, OH 45255
Correo electrónico: CLTCapacityEA@landrum-brown.com

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Para obtener más información sobre el Borrador revisado de la EA, visite el sitio web del proyecto: airportprojects.net/ct-capacity-ea/

PRINT MEDIA AFFIDAVITS

CHARLOTTE OBSERVER (Legal Ad)



Beaufort Gazette	The Herald - Rock Hill	el Nuevo Herald - Miami	Sun News - Myrtle Beach
Belleville News-Democrat	Herald Sun - Durham	Modesto Bee	The News Tribune Tacoma
Bellingham Herald	Idaho Statesman	Raleigh News & Observer	The Telegraph - Macon
Bradenton Herald	Island Packet	The Olympian	San Luis Obispo Tribune
Centre Daily Times	Kansas City Star	Sacramento Bee	Tri-City Herald
Charlotte Observer	Lexington Herald-Leader	Fort Worth Star-Telegram	Wichita Eagle
Columbus Ledger-Enquirer	Merced Sun-Star	The State - Columbia	
Fresno Bee	Miami Herald	Sun Herald - Biloxi	

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
48246	146968	Print Legal Ad - IPL0043551		\$1,693.28	2	75 L

Attention: Sharp &
Sharp & Company Sharp & Company
794 Nelson St
Rockville, MD 20850

NOTICE OF AVAILABILITY OF REVISED DRAFT ENVIRONMENTAL ASSESSMENT AND NOTICE OF PUBLIC MEETING AND HEARING FOR THE CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT CAPACITY ENHANCEMENT PROJECTS, CHARLOTTE, NORTH CAROLINA

In accordance with the National Environmental Policy Act (NEPA), the City of Charlotte is announcing the availability of the Revised Draft Environmental Assessment (EA) for Proposed Capacity Enhancement Projects at Charlotte Douglas International Airport (CLT). Since the publication of the Draft EA on April 16, 2021, the City of Charlotte has decided to change its Proposed Action from Alternative 1 to Alternative 2. The main difference between the two alternatives is the location of the new runway (Runway 01/19). Alternative 2 shifts the runway 100 feet to the east as compared to Alternative 1. The decision to change the Proposed Action from Alternative 1 to Alternative 2 was made in response to the June 2021 release of an update to FAA Joint Order (JO) 7110.552, Air Traffic Control. The updated order allows for Alternative 2 to provide operational flexibility for air traffic controllers that is not available in Alternative 1. The potential environmental impacts of Alternative 2 were presented in the Draft EA and would not result in significant impacts. As such, the Proposed Action includes the construction of a new fourth parallel runway and associated exits and taxiways and expansion of the terminal (Concourse B and C building and ramp). The City of Charlotte, in cooperation with the Federal Aviation Administration (FAA), prepared this Revised Draft EA to discuss this change.

As previously presented in the Draft EA, the Proposed Action would encroach upon approximately 13 acres of a 100-year floodplain designated Zone AE. Implementation of the proposed action would not result in: 1) a considerable probability of the loss of human life; 2) likely future damage associated with the encroachment that could be substantial in cost or extent, including interruption of service or loss of vital transportation facility; or 3) a notable adverse impact on natural and beneficial floodplain values. Therefore, implementation of the proposed action would not result in a significant impact on the 100-year floodplain. Additionally, the Proposed Action would result in an adverse effect on the Old Terminal, which is eligible for listing on the National Register of Historic Properties.

The Revised Draft EA is available for public review until November 22, 2021 at CLT Center, 5601 Wilkinson Boulevard, Charlotte, NC 28208. To make an appointment to review the Revised Draft EA, please contact Amber Leathers, Planning & Environmental Manager, Charlotte Douglas International Airport, (704) 560-1820. The Revised Draft EA is also available online at: <https://www.airportprojects.net/clt-capacity-ea/>.

There will be an opportunity on November 8 to attend a Public Meeting and Hearing to discuss the Revised Draft EA. Due to the ongoing COVID-19 public health emergency, the Public Meeting and Hearing on this Revised Draft EA will be held online on November 8 from 2:30 pm to 4:00 pm. The public meeting will begin promptly at the designated time with a presentation and Q&A session. The public hearing will begin at 3:30 pm and is an opportunity for the public to speak. You must register to attend the Public Meeting and Hearing on the project website <https://www.airportprojects.net/clt-capacity-ea/>. If special accommodations, such as audio or visual assistance, are required to participate in the public meeting or hearing, or if internet access is not available, please leave a message at 407-440-1090 by October 22, 2021. Oral comments may be presented during the hearing. Written comments on the information disclosed in the Revised Draft EA may be written/mailed and submitted to the following addresses:

Sarah Potter, Associate Vice President
4445 Lake Forest Drive, STE 700
Cincinnati, OH 45242
CLTCapacityEA@landrum-brown.com

The cutoff date for comment submission is no later than 5 pm - Eastern Daylight Time, November 22, 2021. Your comment must be postmarked by that date. Before including your name, address and 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.

For further information, contact: Aaron Braswell at Aaron.Braswell@faa.gov; Telephone: 901-322-8192; IPL0043551; Oct 8 2021

North Carolina } ss
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 books and files of the aforesaid Corporation and Publication.

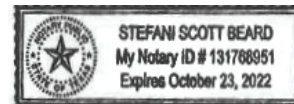
No. of Insertions: 1
Beginning Issue of: 10/08/2021
Ending Issue of: 10/08/2021

Tara Pennington

In Testimony Whereof I have hereunto set my hand and affixed my seal on the 8th day of October, 2021

Stefani Beard


Notary Public in and for the state of Texas, residing in Dallas County



Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

PRINT MEDIA AFFIDAVITS *CONTINUED*

CHARLOTTE OBSERVER
(Legal Ad)



Beaufort Gazette	The Herald - Rock Hill	el Nuevo Herald - Miami	Sun News - Myrtle Beach
Belleville News-Democrat	Herald Sun - Durham	Modesto Bee	The News Tribune Tacoma
Bellingham Herald	Idaho Statesman	Raleigh News & Observer	The Telegraph - Macon
Bradenton Herald	Island Packet	The Olympian	San Luis Obispo Tribune
Centre Daily Times	Kansas City Star	Sacramento Bee	Tri-City Herald
Charlotte Observer	Lexington Herald-Leader	Fort Worth Star-Telegram	Wichita Eagle
Columbus Ledger-Enquirer	Merced Sun-Star	The State - Columbia	
Fresno Bee	Miami Herald	Sun Herald - Biloxi	

AFFIDAVIT OF PUBLICATION

Account #	Order Number	Identification	Order PO	Amount	Cols	Depth
14603	146419	Sharp & Co P10 Campaign		\$1,400.00	3	20.50 in

Attention: Kevin Price
SHARP & COMPANY
4445 LAKE FOREST DRIVE
CINCINNATI, OH 45069

Copy of ad content
is on the next page

North Carolina } ss
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 books and files of the aforesaid Corporation and Publication.

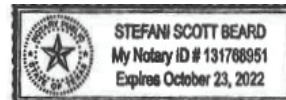
No. of Insertions: 1
Beginning Issue of: 10/08/2021
Ending Issue of: 10/08/2021

Tara Pennington

In Testimony Whereof I have hereunto set my hand and affixed my seal on the 13th day of October, 2021

Stefani Beard

Notary Public in and for the state of Texas, residing in Dallas County



Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

PRINT MEDIA AFFIDAVITS *CONTINUED*

LA NOTICIA

La Noticia™

The Spanish-Language Newspaper

AFFIDAVIT

I, Alvaro J. Gurdian in my capacity as Sales Executive of the newspaper
(Name) (Title)

La Noticia in Charlotte, NC
(Newspaper Name) (City) (State)

hereby certify that the ROP/ Preprinted Inserts (choose one) for _____
(Advertiser)

Landrum & Brown
(Advertiser)

it was published in the above newspaper on 10/13/21
(Run Date)



Signature of Person Making Affidavit

Subscribed and sworn to before me in the County of Mecklenburg in the State of _____
(County)

NC, on this 20 day of October, 2021
(State) (Date) (Month) (Year)

Notary Public Seal:

Maria E. Benton
Notary Public Signature

MARIA E. BENTON
NOTARY PUBLIC
UNION COUNTY, NC
My Commission Expires February 22, 2022

February 22, 2022
Commission Expires

PRINT MEDIA AFFIDAVITS *CONTINUED*

QUE PASA MI GENTE

Advertising Affidavit

Customer N° LAND17

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

Date: 10 / 14 / 2021

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

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:

10 / 14 / 2021

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 Statutes of North Carolina

Publication Fee \$ 250.00

Invoice No N213850

Elva Hernandez
Billing Department

10/14/2021
Date

Newspaper Reference:

Sworn to and subscribed before me, this 14 day of Oct 2021

José A. Izumi
Notary Public

My Commission expires: August 3, 2024



THIS IS NOT A BILL, PLEASE PAY FROM INVOICE, THANK YOU

Social Media Campaign

A social media campaign using Facebook and Instagram was also used to promote the release of the Revised Draft EA, the virtual Public Meeting, and the Public Hearing. The campaign was launched on October 8, 2021, to coincide with the release of the Revised Draft EA using demographic and geographic targeting methods to reach the target audience. Three different ads were used during the first part of the campaign to create awareness and provide information on the webinar and the Revised Draft EA. The ads incorporated video to engage the audience and encourage clicking through to the website to access more information.

After the webinar, the campaign shifted to promoting the release of the Revised Draft EA and the public comment period.



SOCIAL MEDIA HIGHLIGHTS OCTOBER 8–NOVEMBER 22

6 Total Ads | **1.2%** CTR
Click-Through rate

\$4,500 Budget Spent

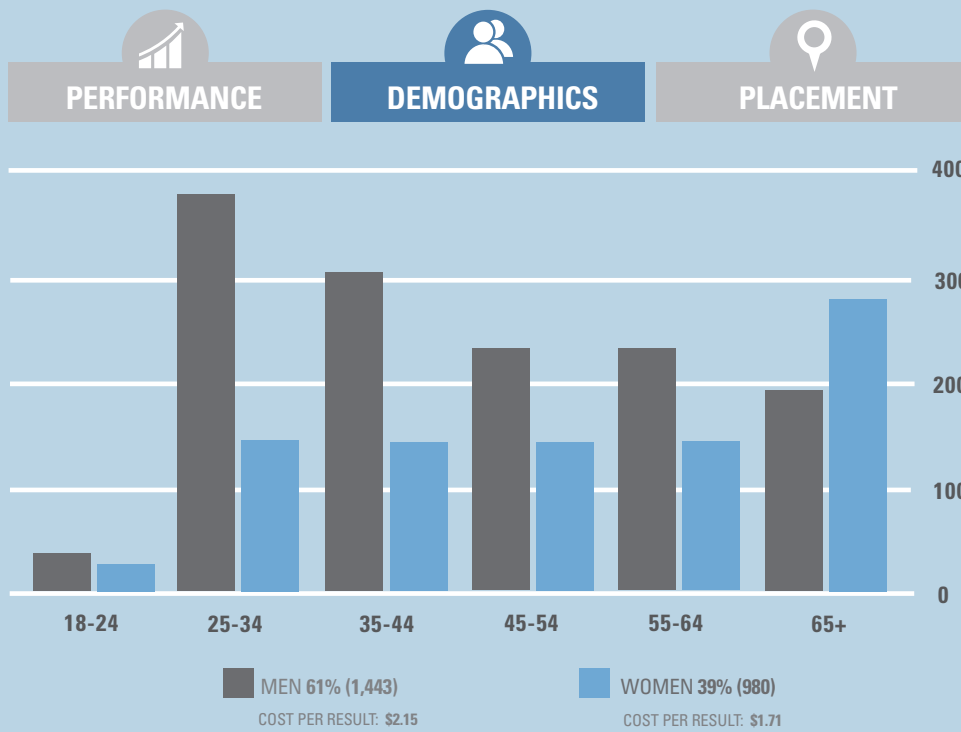
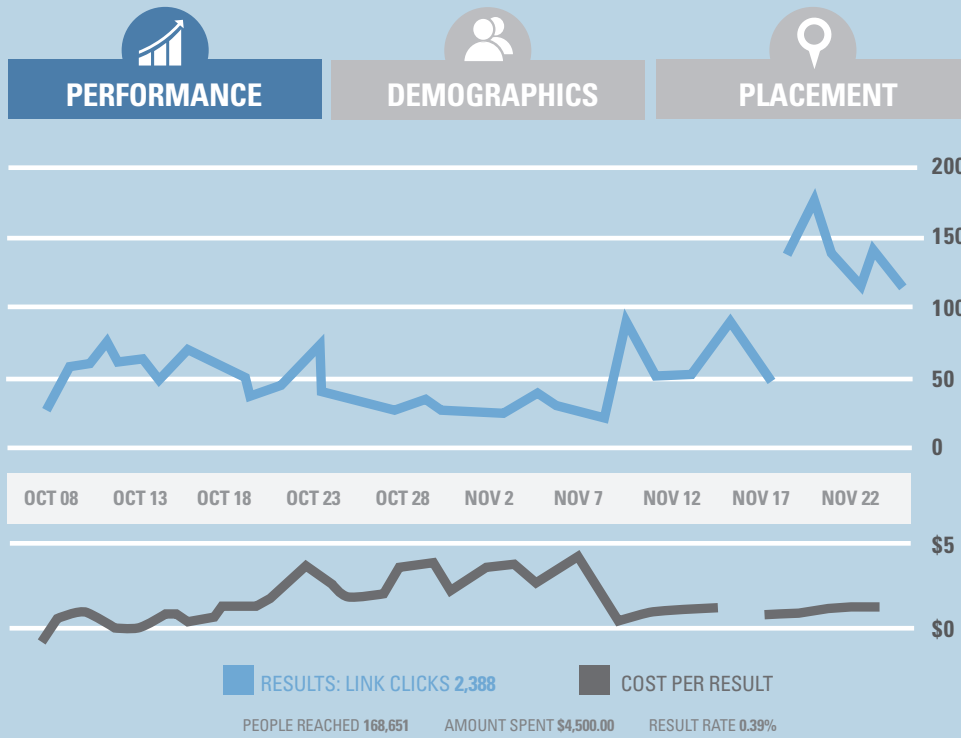
9,716 Instagram Views

168,651 Reach
The number of unique people who saw the ads.

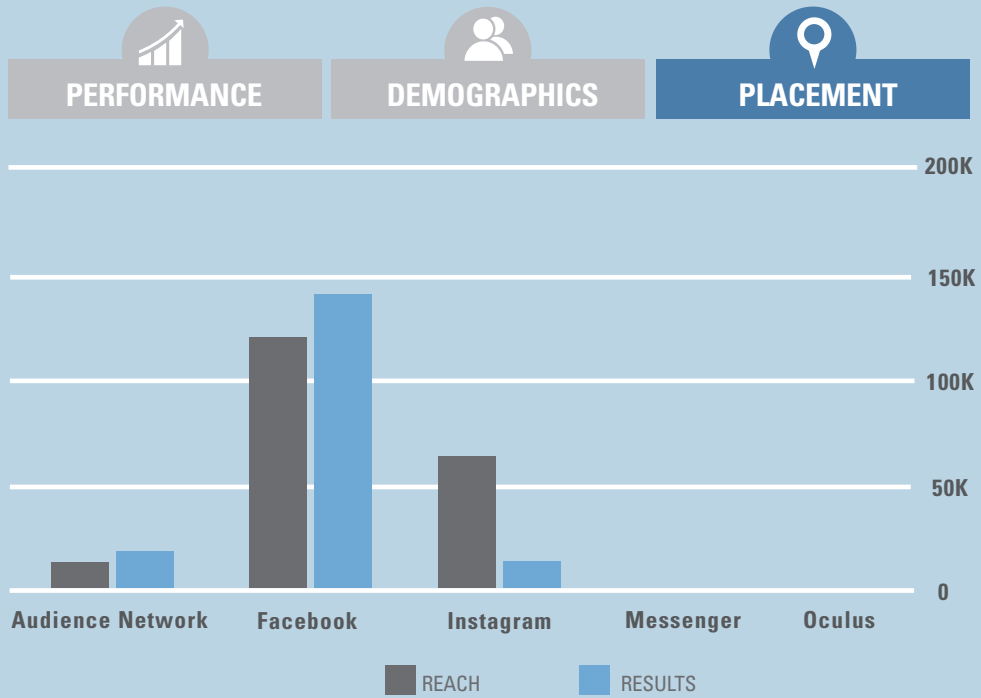
687,381 Impressions
The total number of times the ads were displayed.

2,076 Total Link Clicks
The number of times someone clicked the ad link to the website.

SOCIAL MEDIA CAMPAIGN ANALYTICS



SOCIAL MEDIA CAMPAIGN ANALYTICS *CONTINUED*



SOCIAL MEDIA ADS

FACEBOOK

Charlotte Douglas International Airport - CLT
Sponsored · 🌐

There will be a Virtual Public Meeting and Hearing to discuss CLT's Revised Draft Capacity Enhancement Projects Environmental Assessment on November 8.

SEE YOU ONLINE
NOVEMBER 8, 2021!



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There will be a Virtual Public Meeting and Hearing to discuss CLT's Revised Draft Capacity Enhancement Projects Environmental Assessment on November 8.



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Raquel Canales

Charlotte Douglas International Airport - CLT
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Review CLT Capacity Enhancement Projects Revised Draft Environmental Assessment

Have you heard?



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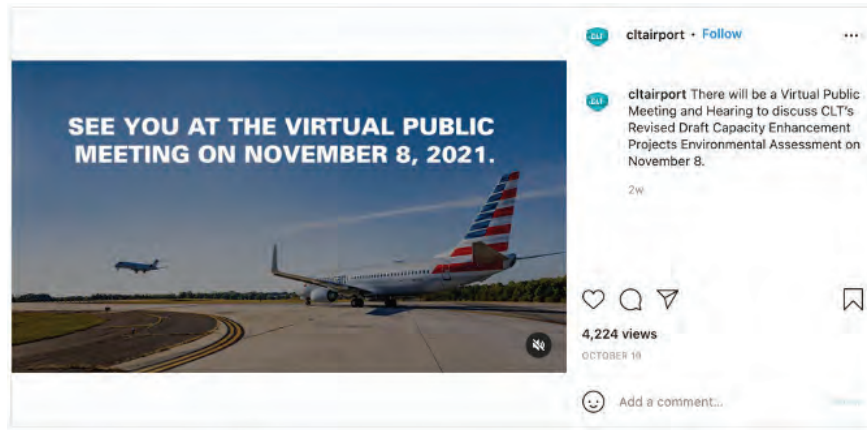
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SEE YOU AT THE VIRTUAL PUBLIC MEETING ON NOVEMBER 8, 2021.

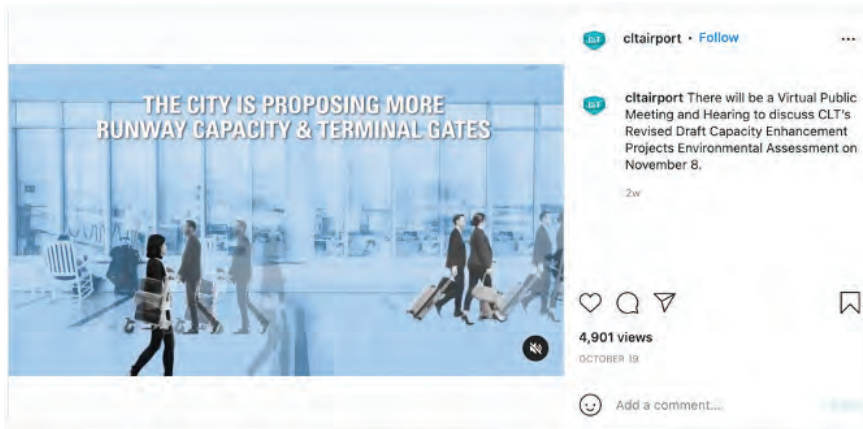
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cltairport There will be a Virtual Public Meeting and Hearing to discuss CLT's Revised Draft Capacity Enhancement Projects Environmental Assessment on November 8.

2w

4,224 views
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THE CITY IS PROPOSING MORE RUNWAY CAPACITY & TERMINAL GATES

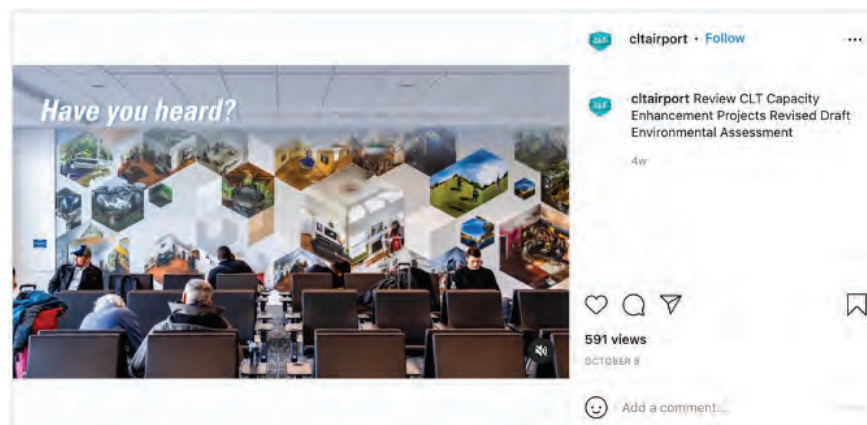
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cltairport Review CLT Capacity Enhancement Projects Revised Draft Environmental Assessment

4w

591 views
OCTOBER 8

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Virtual Public Workshops & Public Hearings



Due to ongoing COVID-19 public health emergency, a virtual Public Meeting and Public Hearing to review the Revised Draft EA were held back-to-back on November 8, 2021 on the Zoom platform.

The project team's Public Meeting presentation updated the public on the status of the Revised Draft EA and the reasons for changing the Proposed Action from Alternative 1 to Alternative 2. The presentation also gave an overview of the EA process, reviewed the purpose and need, reviewed the alternatives carried forward for detailed analysis, and presented the potential environmental impacts. At the end of the presentation, a Q&A session was held to give the attendees the opportunity to ask questions about the project.

The Public Hearing, recorded and made available to the public on the project website, was held immediately after the Public Meeting to give the public the opportunity to submit oral comments on the Revised Draft EA document. Comments were accepted through November 22, 2021, and all comments were included in the official record and the Final EA.



VIRTUAL PUBLIC WORKSHOP PRESENTATION

Charlotte Douglas International Airport | Capacity Enhancement Projects Env

**Alternative 2
(Proposed Action)**

- New 10,000' runway in midfield
- Expansion of Concourses B and C
- Decommissioning of Runway 05/23
- South Ramp Expansion

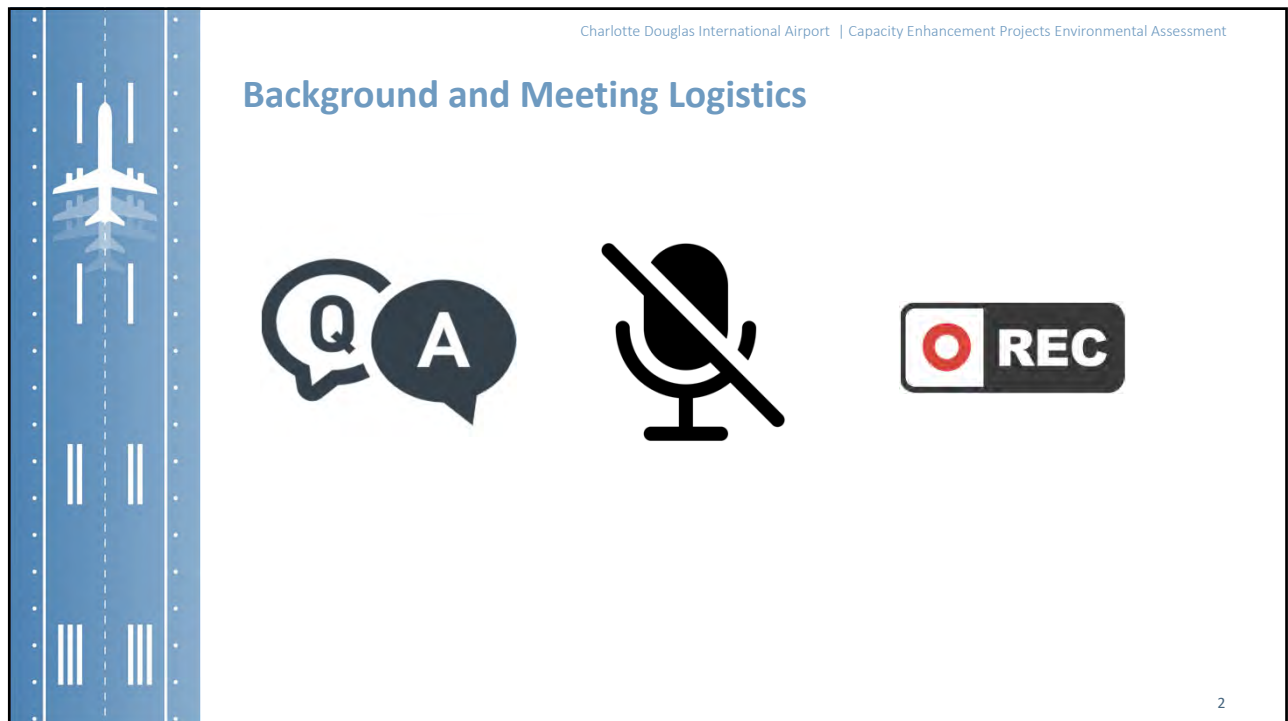
The drawing shows a conceptual layout of the Proposed Action. The final design will be dependent upon the final needs of the Airport. The overall project boundary is fixed and will not change as the site is developed.

15





1



2

Agenda

- Purpose of the Meeting
- Roles and Responsibilities in Preparing the Environmental Assessment (EA)
- EA Process Overview
- Review the Purpose and Need
- Review the Alternatives Carried Forward for Detailed Analysis
- Present the Potential Environmental Impacts
- Q&A Session
- How to Submit a Comment

3

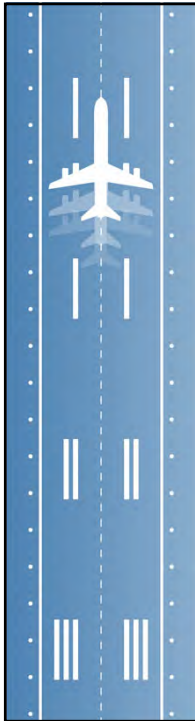
3

Purpose of the Meeting

- City of Charlotte changing the Proposed Action from Alternative 1 to Alternative 2.
- Decision to change was made in response to the June 2021 release of an update to FAA Joint Order (JO) 7110.65Z, Air Traffic Control, which reduced the minimum runway separation requirements for simultaneous Instrument Flight Rules (IFR) operations on parallel runways.
- This reduction in separation requirements would provide operational flexibility for air traffic controllers in Alternative 2 that is not available in Alternative 1.

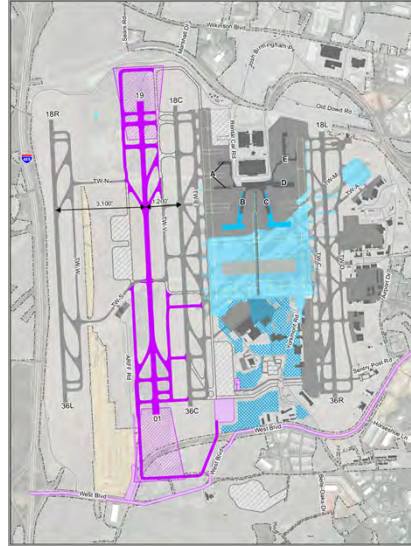
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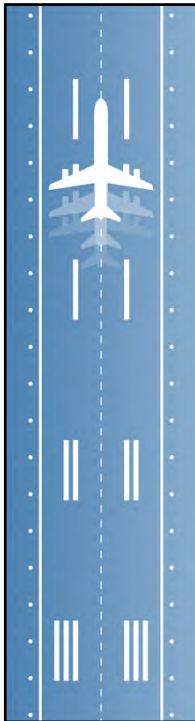
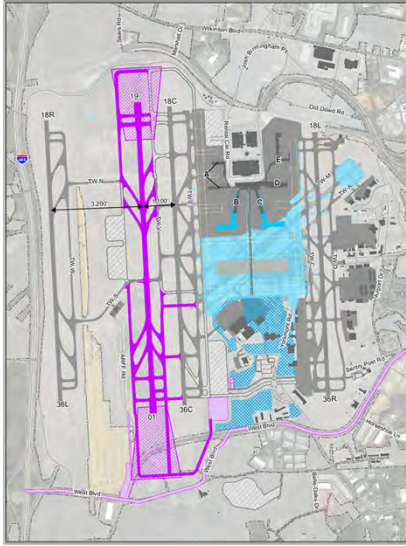


Purpose of the Meeting

Alternative 1



Alternative 2



Roles and Responsibilities in Preparing the EA

The FAA is the Lead Federal Agency

- Ensures compliance with National Environmental Policy Act (NEPA) goals and policies
- Determines whether it may take the federal actions necessary to allow implementation of the project.

The City of Charlotte is the Airport Sponsor

- Responsible for the development and direction of the EA content
- Leads public outreach efforts and engages with the surrounding community during the NEPA public involvement process

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

Purpose: Analyze and document potential environmental effects from the Proposed Action and alternatives and develop measures that may mitigate those effects.

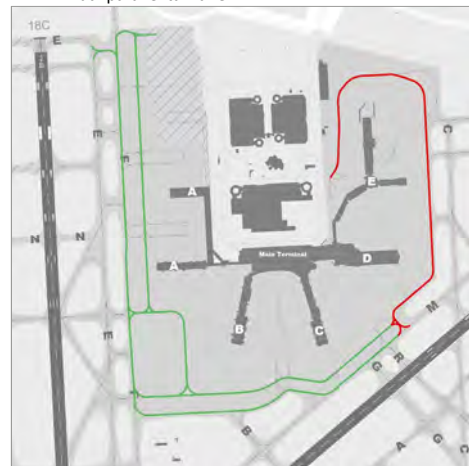


Identified Needs at CLT

1. Insufficient terminal gate capacity and ramp congestion

Year	Number of Gates Required	Additional Gates Needed
2028	140	20
2033	150	30

— Single bidirectional taxiway
 — Dual parallel taxiway



Identified Needs at CLT

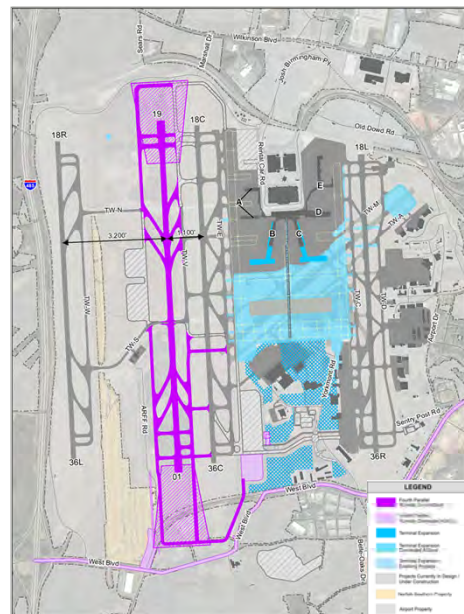
2. Insufficient runway capacity to meet future demand at acceptable levels of runway delay

Year	All Weather Average Throughput	Percent Increase in Throughput	All Weather Average Runway Delay (minutes per operation)	Percent Increase in Runway Delay
2016	117	n/a	6.2	n/a
2028	132	13%	7.5	21%
2033	137	4%	9.4	24%

Final Proposed Action

- New 10,000' runway in midfield
- Expansion of Concourses B and C
- Decommissioning of Runway 05/23
- South Ramp Expansion

The drawing shows a conceptual layout of the Proposed Action. The final design will be dependent upon the final needs of the Airport. The overall project boundary is fixed and will not change as the site is developed.



Alternatives Analysis Regulations and Guidance

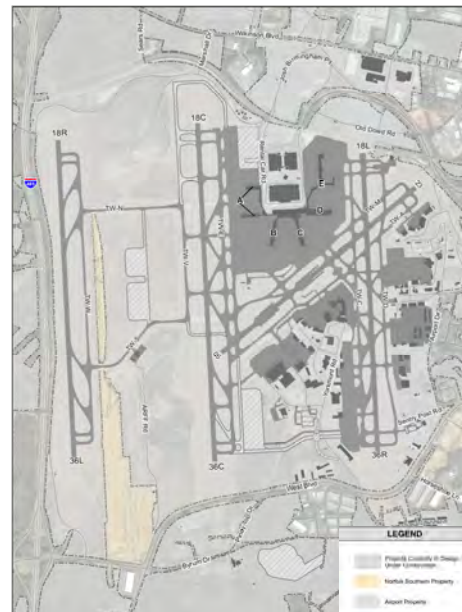
- Council on Environmental Quality (CEQ) considers the alternative review as the heart of the NEPA process.
- It includes identifying all reasonable and feasible alternatives that meet the Purpose and Need of the project with a lesser environmental consequence.

11

11

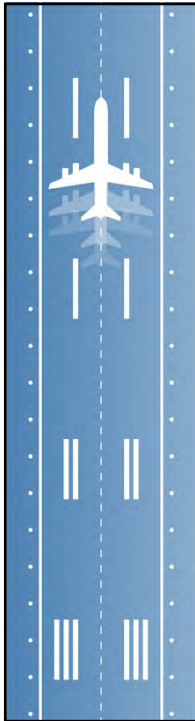
No Action

- Council on Environmental Quality (CEQ) requires the No Action Alternative to be carried forward for detailed environmental analysis.
- Used as a basis of comparison for all of the build alternatives



12

12



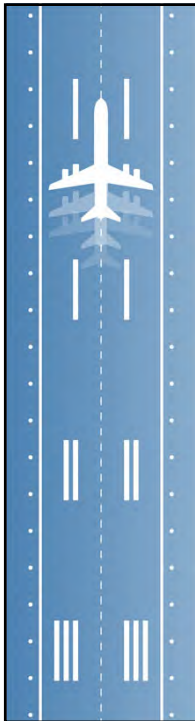
No Action

- No Action Alternative includes:
 - Concourse A Phase II pier and ramp expansion
 - North End around taxiway on Runway 18C/36C
 - West hold pads
 - Deice pad and crossfield taxiway
- Operations, delays, and congestion would continue to increase



13

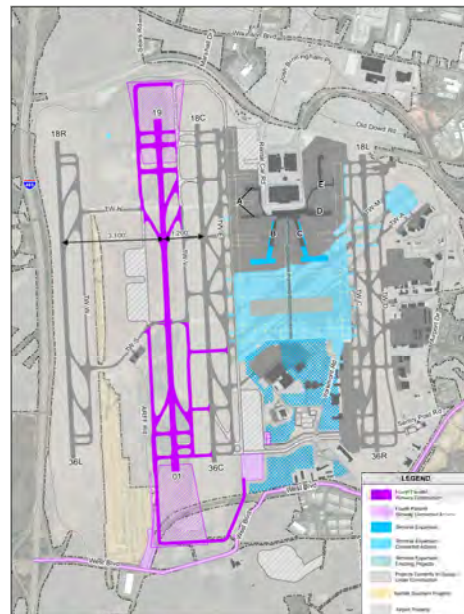
13



Alternative 1

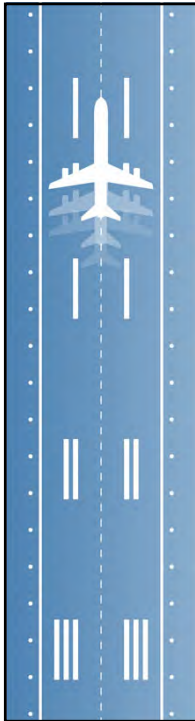
- New 10,000' runway in midfield
- Expansion of Concourses B and C
- Decommissioning of Runway 05/23
- South Ramp Expansion

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14

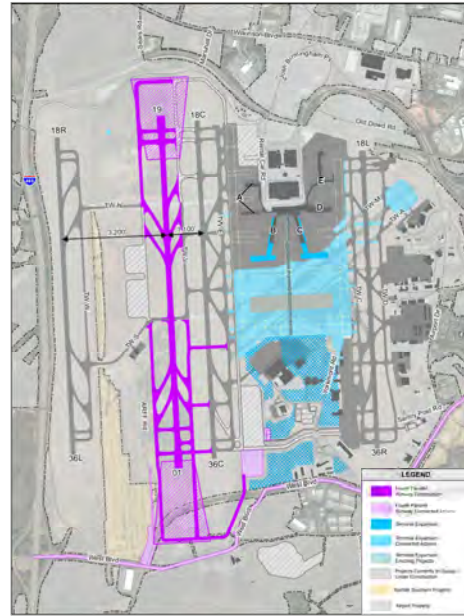
14



Alternative 2 (Proposed Action)

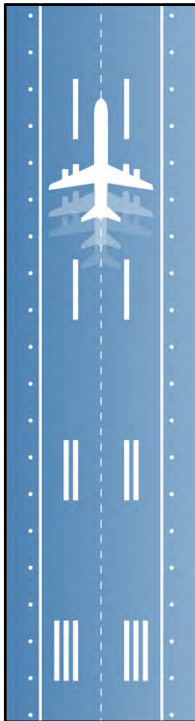
- New 10,000' runway in midfield
- Expansion of Concourses B and C
- Decommissioning of Runway 05/23
- South Ramp Expansion

The drawing shows a conceptual layout of the Proposed Action. The final design will be dependent upon the final needs of the Airport. The overall project boundary is fixed and will not change as the site is developed.



15

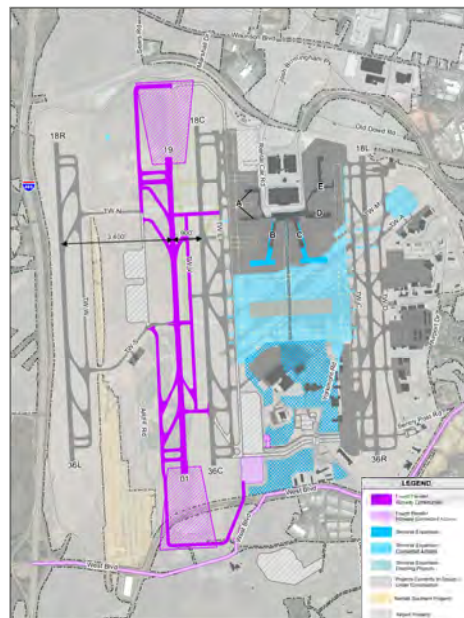
15



Alternative 3

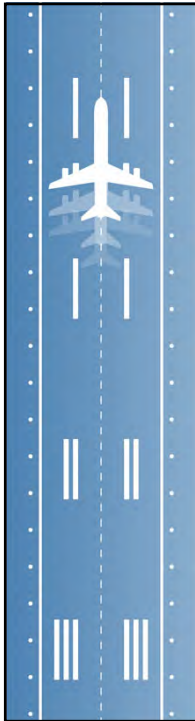
- New 8,900' runway in midfield
- Expansion of Concourses B and C
- Decommissioning of Runway 05/23
- South Ramp Expansion

The drawing shows a conceptual layout of the Proposed Action. The final design will be dependent upon the final needs of the Airport. The overall project boundary is fixed and will not change as the site is developed.



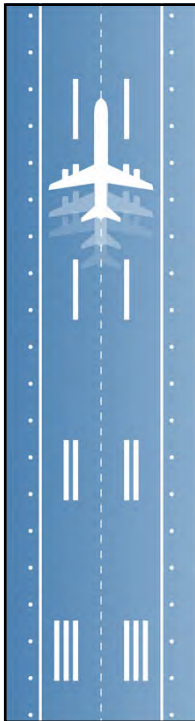
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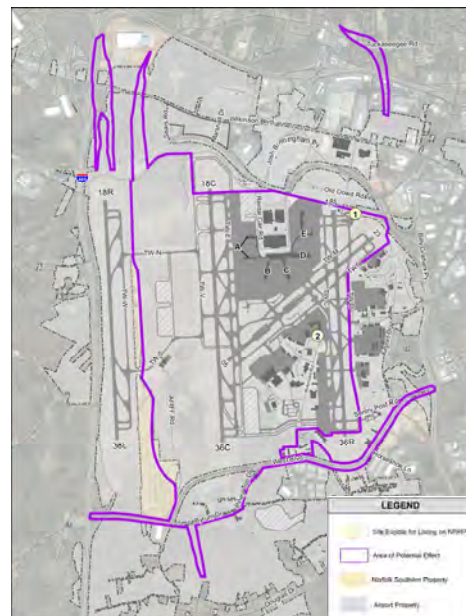
Environmental Resource Categories

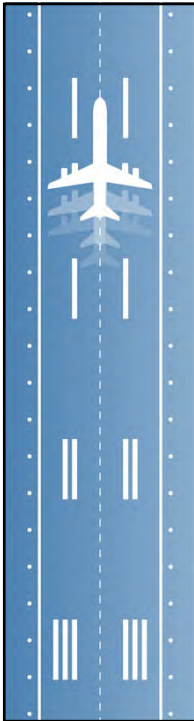
- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- **Department of Transportation Act, Section 4(f)**
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- **Historical, Archeological, and Cultural Resources**
- Land Use
- Natural Resources and Energy Supply
- **Noise 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



Historic, Architectural, Archeological, & Cultural Resources

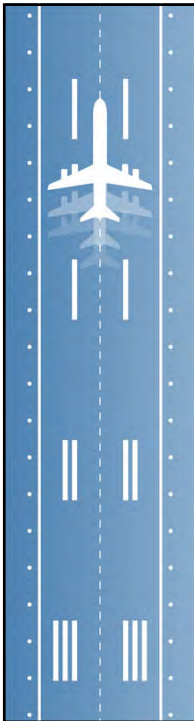
1. WPA Douglas Airport Hangar – No adverse affect in any of the alternatives
2. Old Terminal Building – Direct adverse affect in all alternatives





U.S. Department of Transportation, Section 4(f)

1. WPA Douglas Airport Hangar – No impacts in any of the alternatives
2. Old Terminal Building – Physical Use in all alternatives

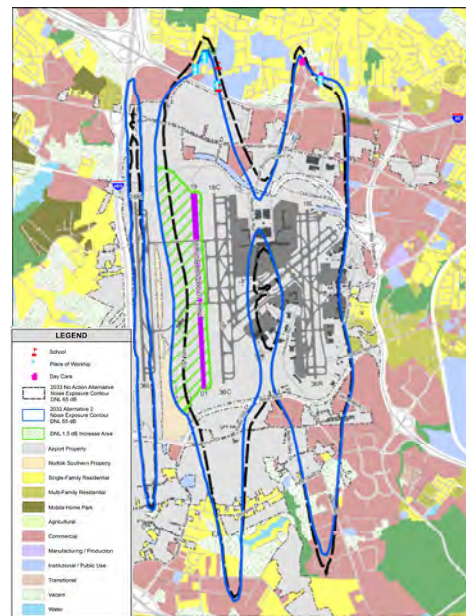


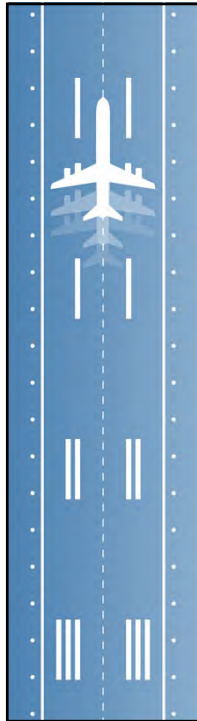
Noise & Noise-Compatible Land Use

2033 Alternative 1

- No significant impact

	No Action	Alternative 1 (Proposed Action)	Difference
	DNL 65-70 DB		
RESIDENTIAL			
Total	122	101	-21
ESTIMATED POPULATION			
Total	337	272	-65
NOISE-SENSITIVE FACILITIES (NSF)			
Schools	2	1	-1
Churches	3	4	+1
Day Care Facilities	1	2	+1
Total	6	7	+1



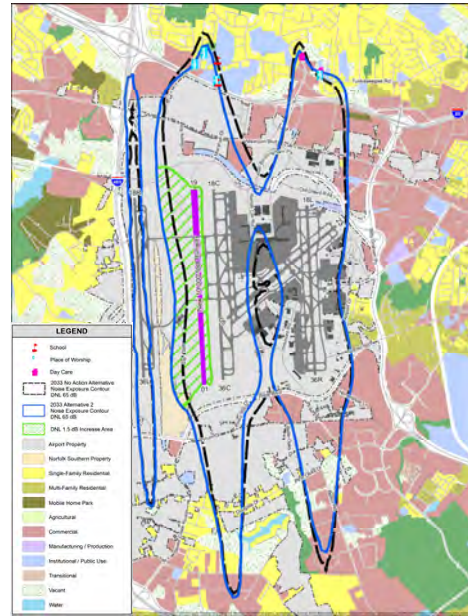


Noise & Noise-Compatible Land Use

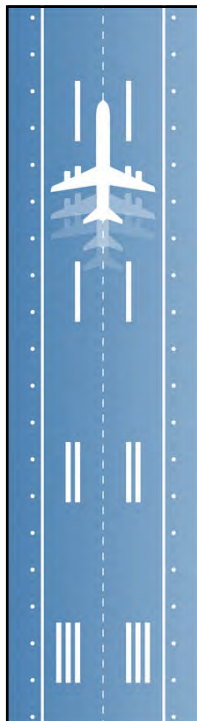
2033 Alternative 2 (Proposed Action)

- No significant impact

	No Action	Alternative 2	Difference
	DNL 65-70 DB		
RESIDENTIAL			
Total	122	105	-17
ESTIMATED POPULATION			
Total	337	283	-54
NOISE-SENSITIVE FACILITIES (NSF)			
Schools	2	1	-1
Churches	3	4	+1
Day Care Facilities	1	2	+1
Total	6	7	+1



21

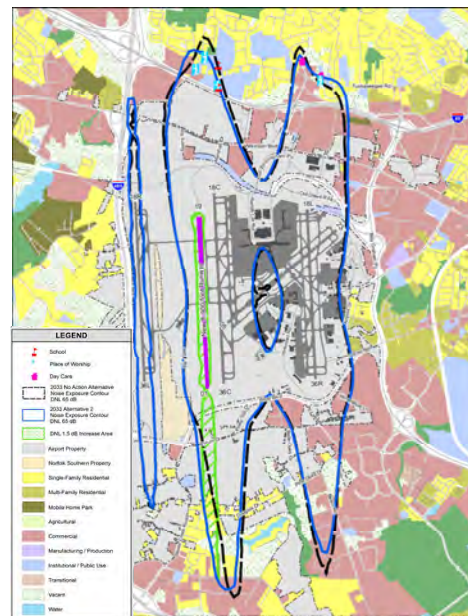


Noise & Noise-Compatible Land Use

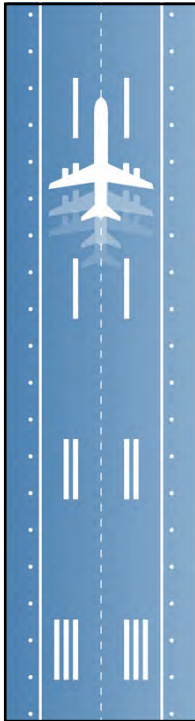
2033 Alternative 3

- Significant noise impact

	No Action	Alternative 3	Difference
	DNL 65-70 DB		
RESIDENTIAL			
Total	122	126	+4
ESTIMATED POPULATION			
Total	337	339	+2
NOISE-SENSITIVE FACILITIES (NSF)			
Schools	2	1	-1
Churches	3	4	+1
Day Care Facilities	1	2	+1
Total	6	7	+1



22



Noise & Noise-Compatible Land Use

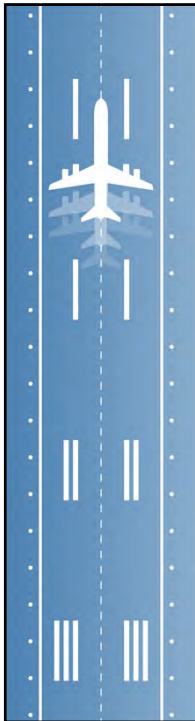
2033 Alternative 3

- 20 residential units/50 people significantly impacted
- 16 previously sound insulated



23

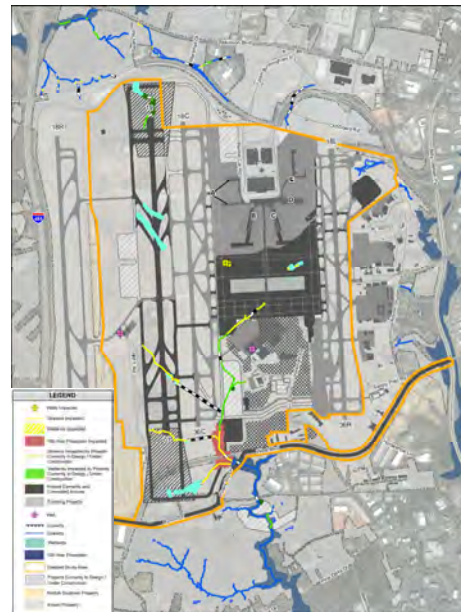
23



Water Resources

All alternatives impact:

- 5 acres wetlands
- 8,150 linear ft streams
- 13 acres of 100-year floodplains
- 211 acres of new impervious surface
- Abandon 2 wells

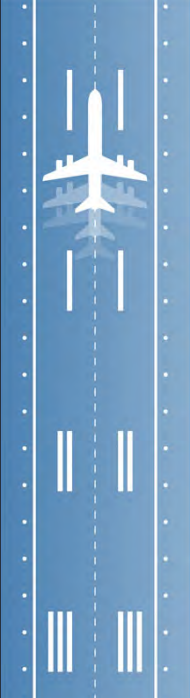


24

24

Charlotte Douglas International Airport | Capacity Enhancement Projects Environmental Assessment

Impact Analysis Summary



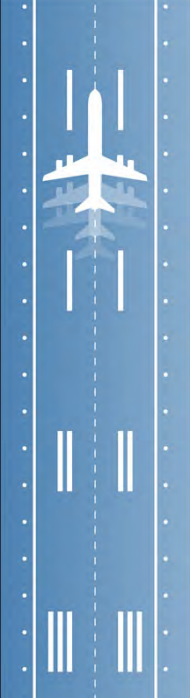
<p>ALTERNATIVE 1</p> <p>NO SIGNIFICANT IMPACTS</p>	<p>ALTERNATIVE 2 (PROPOSED ACTION)</p> <p>NO SIGNIFICANT IMPACTS</p>	<p>ALTERNATIVE 3</p> <p>SIGNIFICANT NOISE IMPACTS</p>
---------------------------------------------------------------	-------------------------------------------------------------------------------------	----------------------------------------------------------------------

25

25

Charlotte Douglas International Airport | Capacity Enhancement Projects Environmental Assessment

COVID Impact



- Still experiencing the magnitude of COVID-19's effect within the national aviation system.
- The aviation industry, despite every major worldwide incident, pandemic, or recession, has consistently recovered, indicating its resilience and the underlying demand for air transportation.
- FAA 2020 TAF forecast passengers and operations return to 2019 levels around the year 2024.
- September 2021 - operations were down 5% and passengers were down 9% from September 2019.
- CLT officials will monitor actual traffic and delays in addition to short-term forecasts to determine the most appropriate timing of the EA projects.

26

26

How to Comment

Please submit your comments by
November 22, 2021 (submit or postmarked) using one of these methods:

EMAIL

CLTCapacityEA@landrum-brown.com

MAIL

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

Project website: www.airportprojects.net/clt-capacity-ea/

*Before including your name, address and 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.

27

27



Capacity Enhancements Environmental Assessment

Intermission

The Public Hearing will begin promptly at 3:30 pm

28

Public Hearing

Overview

1. You will be able to unmute yourself only when your name is called
2. Each speaker will be allowed **3 minutes to speak**
3. If you exceed three minutes, you are encouraged to submit a written comment to the project email and mailing address

EMAIL

CLTCapacityEA@landrum-brown.com

MAIL

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

All comments must be submitted or postmarked by
November 22, 2021

*Before including your name, address and 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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1 (1 - 4)

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

Online Meeting 11-8-21
NATIONAL COURT REPORTERS INC 888.800.9656

11/8/2021

2 (5 - 8)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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