

# **Charlotte Airport Community Roundtable**

October 16, 2024 Meeting

## **Handouts**

- A) Meeting Agenda
- B) ACR Members/Stakeholders
- C) Public Input Guidelines
- D) Part 150 Documents
  - 1) CLT Part 150 - Status Update 10-14-2024
  - 2) ACR Part 150 Comment Document
- E) Project Team Documents
  - 1) Local Operations/Improvement Project Team – Draft Reply to FAA’s Response to FOIA Request
  - 2) ACR Member Newsletter (Cover E-mail) – September 2024
- F) CLT Updates
  - 1) July 2024 Complaints Report and Runway Utilization Report
  - 2) August 2024 Complaints Report and Runway Utilization Report
  - 3) September 2024 Complaints Report and Runway Utilization Report
- G) Listing of Requests for Analysis and Motions from July 2024

# CLT Airport Community Roundtable

## Meeting Agenda – October 16, 2024, 6p-8p

### 1) Open the Meeting (10 Mins.)

- a) Call Meeting to Order, Welcome, and Introductions – Phil Gussman, ACR Vice Chair

***Airport Community Roundtable Mission Statement:** To provide the City of Charlotte Aviation Department (Airport) and the Federal Aviation Administration (FAA) with broad-based community input into airport-related noise impacts and to find, where possible, practical solutions and recommendations for the FAA to consider when determining aircraft operating procedures at Charlotte Douglas International Airport.*

- b) Describe Meeting Approach – Ed Gagnon, Facilitator
  - i) Overall Meeting Logistics
  - ii) ACR Ground Rules
- c) Approve Minutes from July – Phil Gussman, ACR Vice Chair

### 2) Receive Public Input, if applicable (Time TBD)

### 3) Update on Moving Forward – Engage and Improve (45-50 Mins.)

- a) Update on the Part 150/TAC and Public Meetings (30-40 Mins.)
  - i) Receive Update on Progress – Stuart Hair, Director of Commercial and Community Engagement, CLT
  - ii) Develop Approach to City Council and Community Engagement – Phil Gussman, ACR Vice Chair
- b) Updates from Project Teams (10-15 Mins.)

### 4) Update on Moving Forward – Monitor (20-25 Mins.)

- a) CLT Updates on Existing Initiatives and Operations – Stuart Hair, Director of Commercial and Community Engagement, CLT (10 Mins.)
- b) FAA Update on Implementation of Alternative Recommendation #3a – Pearlis Johnson, Deputy Regional Administrator (Southern Region), FAA (10-15 Mins.)

### 5) Request/Address Additional Business (10-20 Mins.)

- a) Unfinished Business
  - i) Note Prior Meeting Motions/Requests for Support
- b) New Business

### 6) Adjourn (2 Mins.)

- Next Meeting: **January 8, 6p**

# Current ACR Roster

## Charlotte City Districts

Phillip Gussman – Charlotte City District

Nakia Savage – Charlotte City District 3

Michael Faust – Charlotte City District 4

Bobbi Almond – Charlotte City District 5

## County Municipalities

Sayle Brown – Cornelius

Preston Hagman – Huntersville

## Mecklenburg County

Thelma Wright – Mecklenburg County, At Large

Sherry Washington – Mecklenburg County District 4

Mark Loflin – Mecklenburg County District 6

## Counties

Sam Stowe – Gaston County

Diane Dasher – York County

Jacob Pollack – York County

## Vacancies

Charlotte At Large, Charlotte City District 2, Charlotte City District 6, Charlotte City District 7, Mecklenburg County District 1, Mecklenburg County District 2, Mecklenburg County District 3, Mecklenburg County District 5, Davidson, Lincoln County, Matthews, Mint Hill, Pineville

## Other ACR Stakeholders

### **CLT Staff:**

Haley Gentry – Aviation Director

Stuart Hair – Director, Commercial and Community Engagement

Kevin Hennessey – Real Estate and Noise Manager

Matt Reese – Noise Abatement Coordinator

### **FAA:**

Pearlis Johnson – Southern Region Deputy Administrator

Andreese Davis – Manager, Airspace and Procedures Team

Shane Jackson – Community Engagement Officer

### **American Airlines:**

Tracy Montross – Managing Director, Government Affairs

# Addressing the ACR - Guidelines for Public Speakers

- Each Speaker has 3 minutes
  - ACR members may/may not respond at that time
  - Additional time, if needed, provided at the Chair's discretion
- After the Public Input time:
  - All other Public comment/questions only from ACR members
  - Please stay if you'd like to listen
  - Full recording of this meeting (minutes, agenda, presentations, etc.) will be on the CLT Noise website within 1 month)
    - Go to <https://www.cltairport.com/community/noise> and click **"Airport Community Roundtable"**

## CLT Part 150 Noise Compatibility Study Update: Next Steps / Schedule

- The Draft Part 150 Study Update, including Draft Noise Exposure Maps (NEMs) and Draft Recommended 2024 Noise Compatibility Program (NCP), was published August 5, 2024
- The Airport hosted the third set of Public Information Meetings with concurrent Public Hearings on September 18 and 19, 2024
- Comments were accepted through October 4, 2024
- The Part 150 team has initiated their review of all comments received and is preparing responses to comments, which will be included in the Final Part 150 Study Update
- The Airport anticipates City Council will hold a vote to adopt the 2024 NCP and approve submittal of the final document for FAA review and approval on Monday, December 9, 2024



# Charlotte Douglas International Airport

## Airport Community Roundtable

### Part 150 Comments

#### ACR Background

This comment document is from the Charlotte Airport Community Roundtable (ACR), a group that has functioned since 2017, having been convened and supported by CLT at the request of the FAA. The ACR is a formal group of citizens engaged with the FAA, CLT, and the carriers to address noise concerns. ACR members include professional pilots, business professionals, graduates of the aviation academy, and all are engaged citizens.

Our charge has been to identify realistic solutions to address community concerns about noise and the impact on health and quality of life while still supporting economic growth. We want the airport to function, but we want it to function in a community-friendly manner.

#### Overall Comments on the Part 150 Development Process and Results

The ACR appreciates being a part of the Part 150 development process with participation on the TAC as well as the ability to submit not only the departure-oriented Slate items (as preferred by the FAA), but also additional proposals.

The ACR is pleased with the outcomes of the Slate items. Two of the three Slate items are included in the draft Part 150:

- ❖ Slate #4 (Remove the 2-Mile Restriction on Departure)
- ❖ Slate #5 (Utilize Divergent Departure Headings).

Please note that the specific headings which the Part 150 team utilized to address Slate #5 were different than what was proposed, but the ACR still anticipates a positive net noise benefit to the community due to the increased dispersion of departure flights. **We would like to receive a response regarding why the recommendation is considered the better option.**

Please note that these two recommendations were proposed as a part of the Slate in July 2020, more than four years ago. It is unclear when they will be implemented, but we are glad they're included in the draft Part 150 document.

We have disappointments with the Part 150 process and draft document relating to two items, in particular. The first is that – excluding the Slate items – none of our proposals were included in the final Part 150, and there was no statistical analysis done on many of those in terms of their noise impact within the contour.

Second, for none of the recommendations included in the Part 150 was there analysis done outside of the 65 DNL contour. This is despite the fact that virtually 100% of noise complaints and complainants over the 7 years of existence of the ACR have come from residents living outside the contour. Therefore, any analysis of noise effects conducted through the Part 150 development process was done based on the impact on an area covering only 217 housing units, 8 noise-sensitive facilities, and 621 residents. **We would like to receive a response regarding what other ways we might be able to consider the impacts outside of the 65 DNL contour.**

## Summary of Part 150 Decisions on ACR Proposals

The following represents our understanding of the result of the Part 150 Team’s review of ACR-related proposals:

❖ **2 of the 3 Slate Items made it into the Part 150:**

➤ **Slate #4 (Remove the 2-Mile Restriction on Departure)**

- This was a component of Part 150 measure NA-G-4. It is mentioned that maximizing the number of divergent headings for south flow departures would require the elimination of the “2-mile restriction.”

➤ **Slate #5 (Utilize Divergent Departure Headings)**

- This is addressed in 2 places:
  - As just noted, NA-G-4 (Maximize the number of divergent headings for south flow departures while maintaining a 15° separation between headings. This would require the elimination of the 2-mile restriction).
  - NA-F-2 (Maximize the number of divergent headings for north flow operations while maintaining a 15° separation between headings.)

❖ **One Slate item did not make it into the draft Part 150 document - Slate #6 (Change Headings of First Turns off Runways 18L and 18C).** We knew this was excluded from consideration as of November 2023. This was measure NA-H-2.

❖ **Other Proposals:** Regarding other ACR proposals that were (A) Not part of the Slate, (B) Were suggested during the Part 150 process, and (C) Were still in consideration as of 11/2023, none of the following were approved:

- NA-E-3 – Focus nighttime north-flow arrivals on the runway that typically receives fewer arrivals during the full 24-hour period (Runway 36R). Due to their close proximity, consider Runways 1/19 and 18C/36C as one runway by aggregating their volumes when determining which runway receives fewest arrivals.
- NA-F-1 – Increase the number of departure headings for north flow operations while maintaining existing approved headings and maximizing departure corridors.
- NA-G-2 – Increase the number of departure headings for south flow operations while keeping the 2-mile restriction on Runway 18L.
- NA-G-3 – Increase the number of departure headings for south flow operations while maintaining existing approved headings and maximizing departure corridors. This requires eliminating the 2-mile restriction for all runways.

# CLT Airport Community Roundtable

## FAA North v. South Flow Decision-making

### Comments/Questions for FAA's Response to the FOIA Request – 10/16/24

#### FOIA Request/Response Overview and Timeline – CLT North v. South Flow

On May 20, 2024, CLT sent a FOIA (Freedom of Information Act) request to the FAA (Federal Aviation Administration) on behalf of the Charlotte Airport Community Roundtable (ACR). This FOIA request was made to obtain formal documentation which the FAA uses to determine whether the airport would operate in North Flow or South Flow. CLT received the FAA's response to the FOIA request on June 10, the ACR Chair and Vice Chair reviewed the document, and then the document was sent to the full ACR on June 19.

As ACR members discussed the response at their July 2024 meeting, the Local Operations/Improvement Project Team (LOIPT) was charged with spending its August/September Project Team meetings reviewing the response and offering overall conclusions and recommendations for next steps to the ACR at its October 16 meeting.

After obtaining feedback from ACR members about the FAA's response, reviewing the FAA's response during the LOIPT meetings in August and September, and discussing appropriate comments, conclusions, and next steps, the LOIPT produced this document to serve as the ACR's response.

#### LOIPT Recommendations on Process of Addressing These Flow-related Items

The Local Operations/Improvement Project Team recommends submitting this document to the FAA. There are questions noted on the following pages that:

- ❖ Request clarification of some of the information provided
- ❖ Address FAA decision-making criteria on North v. South Flow
- ❖ Seek information to help the ACR understand the process of creating or amending protocols, principles, procedures, and guidelines.

The Project Team also recommends that the ACR's Technical Working Group be leveraged to continue conversations with Tower and TRACON (Terminal Radar Approach Control Facilities) personnel to determine how to: *Create a standard, consistent procedure that's focused on giving consideration for noise relief (on days that CLT can flow either way) that may result in a change of flow direction.*

## ACR Comments/Questions Regarding FAA's FOIA Response

- 1) Regarding FAA documents titled Section 5: Runway Selection, Section 6: Runway Information, and CLT 1050.1J Noise Abatement, the ACR has the following requests/changes:
  - a) Please share the procedure or protocol book from which Section 5 and Section 6 are taken. Also, are they airport manuals or ATC manuals?
  - b) How are amendments to these Sections and this book made if we want to make changes to these protocols?
- 2) For Section 5:
  - a) In document 7110.65AA, explanations are for what it means to run a safe operation; it appears that considerations such as wind, the weather etc. will supersede any noise considerations.
  - b) This document lays out how flow direction is determined.
  - c) It says that runways should be selected based on alignment with the wind when wind is 5 kts or more, or otherwise use the "calm wind runway" when less than 5 kts, unless "use of another runway is operationally advantageous" OR "a Runway Use Program is in effect."
    - i) What is/are the calm wind runways at CLT?
    - ii) How are the calm wind runways designated, and how can we change the designation?
    - iii) Is a Runway Use Program in effect at CLT, and – if so – can a copy be provided?
    - iv) How is a Runway Use Program adopted and/or amended?
    - v) Is noise mitigation part of the "operational advantage" that lets Tower OS bypass the standard rules?
      - (1) If not, please explain.
    - vi) How common is it for the airport to operate contrary to the <=> 5 kts principles for "operational advantage," and what commonly drives those deviations?
- 3) For Section 6:
  - a) This document lays out the standard runway operations on each runway. So 18R and 36L are arrivals only, and the others have both operations.
  - b) This document also states that Tower OS determines runway direction...so they're the ones who decide which way to flow. Questions include:
    - i) Is our understanding of the document's purpose correct?
    - ii) How does the Tower OS make this decision?
    - iii) Is the "Tower OS" a single person, a committee, etc.?
    - iv) What's the process to change this Section?
- 4) For CLT 1050.1J Noise Abatement:
  - a) The document is from 2013. Runway 23 is decommissioned, so why are we receiving an outdated document? What is now the preferred runway? Does SOP (Standard Operating Procedure) 3-6 address?
    - i) If a section of the FAA document no longer applies (such as a Runway 5 / 23 procedure), please remove it.
  - b) This document says it is an "informal" noise abatement program:
    - i) What is the difference between an *informal* noise abatement program and a *formal* noise abatement program?
    - ii) How is each adopted or amended?
    - iii) How/why was this program adopted in 2013?
    - iv) When will these documents be updated to reflect the current operations at CLT?
    - v) Could a modified flow regime be imposed through this program, or a formal program that addresses flow balancing?
      - (1) If so, how would this be done?

## Additional LOIPT Comments/Questions

- ❖ Noise is ongoing; the FAA has a process to follow based on safety and efficiency, and they may not feel it's worth doing periodic/infrequent changes that may provide short-term noise relief.
  - Generally speaking, the FAA wants consistency - a structure, something that doesn't require change from day-to-day.
- ❖ Would it be possible to change the flow direction to give people relief – North or down South at non-peak times?
  - For example, locations where even periodic noise relief would be beneficial would include areas such as: North of I-85 going toward Huntersville (North of the airport), Pawtucket and areas West of the airport), W. Arrowood (South to Southeast of the airport), Rock Hill (South of the airport), etc.
- ❖ How can the FAA work with the ACR to build into their documents some consideration for noise?
- ❖ Could the ACR get local City planning and the airport together to see if they can impact noise from the airport by putting a notation on a deed about noise and/or require more noise abatement?

## Ed Gagnon

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**From:** Ed Gagnon <ed.gagnon@cssamerica.com>  
**Sent:** Monday, September 16, 2024 5:05 PM  
**To:** CLT-ACR@cssamerica.com  
**Cc:** 'Hair, Stuart'; 'Hennessey, Kevin'; 'Montross, Tracy'; 'Reese, Matthew'; 'Eugene M. Reindel'  
**Subject:** CLT ACR Member Newsletter - September 2024

Hello ACR Members,

This is the September 2024 CLT ACR Member Quarterly Newsletter. If anyone has difficulty accessing the links or attachments, please e-mail me at [ed.gagnon@cssamerica.com](mailto:ed.gagnon@cssamerica.com).

### Special Notes

- **Part 150 Reminder:** As you'll note in the section below, **the Part 150 Public Meetings are this week (Sept. 18 and 19, 6p-8p). The deadline for final Part 150 comments is October 4.** Read below for more details.
- **October ACR Meeting Date:** Just a reminder that the October ACR meeting will be held the **3<sup>rd</sup> Wednesday of October (10/16/24)** and not the 2<sup>nd</sup> Wednesday as is typical.

### Newsletter Guide

Note that you can click the following links to go directly to the section of the e-mail, or you may decide to scroll fully through the document. Contents in this newsletter include:

- [Part 150 Updates](#)
- [Project Team Updates](#)
- [CLT Operational Measures](#)
- [FAA News Releases](#)
- [Updates on Requests/Motions](#)
- [Plans for Upcoming ACR Meeting](#)
- [Updated ACR Calendar](#)
- [Additional Items](#)

### Part 150 Updates

- **The deadline for submission of comments on the Part 150 is October 4.** The Temporary Working Team is developing an ACR position paper, but please review the Part 150 and submit your own comments, as well.
  - The Part 150 Document can be viewed here:
    - <https://cltpart150.com/documents-reports/>
  - Comments on the Draft Part 150 Study Update may be submitted to:
    - Gaby Elizondo, Landrum & Brown, 4445 Lake Forest Drive, Suite 700, Cincinnati, OH 45242, or by email to: [CLTPart150@landrumbrown.com](mailto:CLTPart150@landrumbrown.com) or online at <https://cltpart150.com/contact/>
    - **All comments must be received by October 4, 2024, by 6:00 p.m. Eastern Daylight Time (EDT).**
- **Upcoming Part 150 Public Meetings** (feel free to share these dates with your neighbors, constituents)
  - **Wednesday, September 18, 2024**
    - 6:00 p.m. to 8:00 p.m.

- Goodwill Opportunity Campus
  - 5301 Wilkinson Blvd, Charlotte, NC 28208
- **Thursday, September 19, 2024**
  - 6:00 p.m. to 8:00 p.m.
  - Embassy Suites by Hilton Charlotte
  - 4800 South Tryon Street, Charlotte, NC 28217
- **Upcoming Part 150 TAC Meeting**
  - Wednesday, September 18, 2024 (10a-12p)
- For more information on the Part 150, please visit: <https://bit.ly/CLTACR150>

## Project Team Updates

- The **Community Engagement Project Team (CEPT)** met in August and briefly in September. Among the topics addressed were:
  - Sharing updates on individuals/groups with partner potential.
  - Elevating the Part 150 discussion with communication pieces to the public.
  - Engaging media regarding the Part 150.
  - Considering the timing/approach for a “We did it!” communication regarding implementation of the waypoints recommendation
- The **Government Engagement Project Team (GEPT)** did not meet in August. The September meeting is scheduled for 9/16.
- The **Local Operations/Improvement Project Team (LOIPT)** met in August and September. The group:
  - Discussed the FAA’s response to the ACR’s FOIA request about North v. South Flow decisioning documentation.
  - Reviewed ACR member feedback about the FAA response.
  - Formulated and later refined a draft response and a set of follow-up questions for the ACR to consider sending to the FAA.
  - Encouraged the Technical Working Group to continue conversations with Tower/TRACON representatives to address controller technique and other practices that could provide noise relief to the community.
- The next scheduled Project Team meetings are:
  - Community Engagement Project Team
    - November 7, 6p
    - December 5, 6p
  - Government Engagement Project Team
    - November 18, 7p
    - December 16, 7p
  - Local Operations/Improvement Project Team
    - November 12, 630p
    - December 10, 630p

## CLT Operational Measures

Please see the following reporting of complaints and runway usage at CLT:

- August [Complaint Monthly Report](#)
- August [Runway Usage Monthly Report](#)

## FAA News Releases

- Biden-Harris Administration Announces More than \$2 Billion in Grants to Improve Airport Infrastructure Across the U.S.: <https://www.faa.gov/newsroom/biden-harris-administration-announces-more-2-billion-grants-improve-airport-infrastructure>

## Updates on Requests/Motions Made at Prior Meetings

The following were Requests made and Motions passed at the July 2024 ACR Meeting:

- **Requests for Action**
  - **For ACR members to convey interest in key ACR Positions** including the Part 150 Temporary Working Team, TAC representation, and nominations for ACR Chair.
    - Of those 3 needs, the TAC position is the only one filled to-date; Mark Loflin will represent the ACR along with Phil at the 9/18 TAC meeting.
  - **CSS to request ACR Questions/Considerations about FAA's FOIA Response**
    - CSS sent a notification to ACR members to solicit their input and questions regarding the FAA's response to the ACR's FOIA request regarding North v. South Flow decisioning.
  - **Local Operations/Improvement Project Team (LOIPT) to conduct review of the FAA's response to the ACR's FOIA Request regarding North v. South Decisioning Criteria**
    - The LOIPT has reviewed the response and member input, and will present a recommended follow-up approach to the ACR at the October 16 meeting.
  - **CLT to provide baseline data on waypoints relating to Recommendation #3a**
    - Request in process.
  - **CLT to provide Noise Disclosure Overlay Information**
    - Request in process.
- **Motion**
  - **Part 150 Process – Form Temporary Working Team**
    - CSS/Vice Chair have solicited interest in this new team. No interested members to-date. Vice Chair working on a brief ACR position paper regarding the Part 150.

## Reminders of Plans for Upcoming ACR Meeting

- Next ACR Meeting: **October 16**, 6p - CLT Center
- The next meeting could include any/all of the following Agenda Items:
  - **Updating on the Part 150/TAC, Public Meetings, and Comments Submitted**
  - **Discussing Local Ops/Improvement Project Team Conclusions/Approach Relating to the FAA's FOIA Response**
  - **Receiving FAA Update on Implementation of Alternative Recommendation #3a**
  - **Updating on Technical Working Group**
  - **As part of CLT report, Updating on Relevant Construction Projects**
  - **Project Team Updates**
    - Government Engagement Project Team – Update on any ACR presentation plans to Council
    - Community Engagement PT – Request examples of how members have shared CEPT collateral or discussed the ACR with constituents
    - Local Ops/Improvement PT – See note above

## Updated ACR Calendar of All Meetings/Public Activities

Click to review [the updated calendar](#).

## Additional Items

None at this time.



# Monthly Complaint Report

CHARLOTTE DOUGLAS INTERNATIONAL NOISE DIVISION

July 2024

## Monthly Totals & Trends

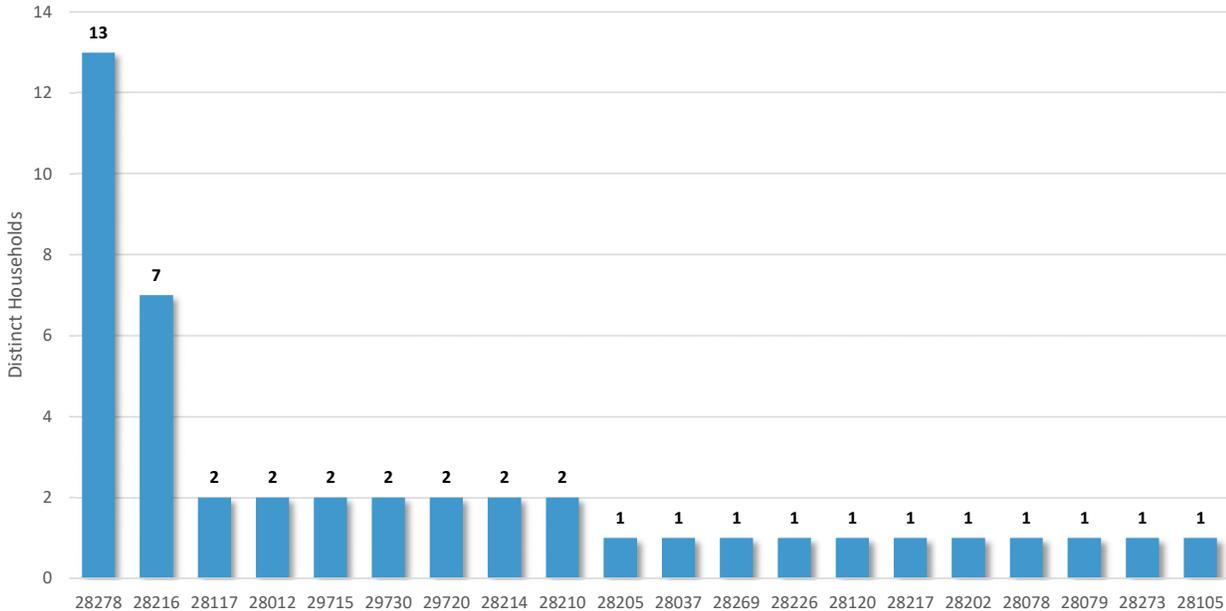
**45**

Households

**2,344**

Complaints

Distinct Households, Ranking by Zip Code

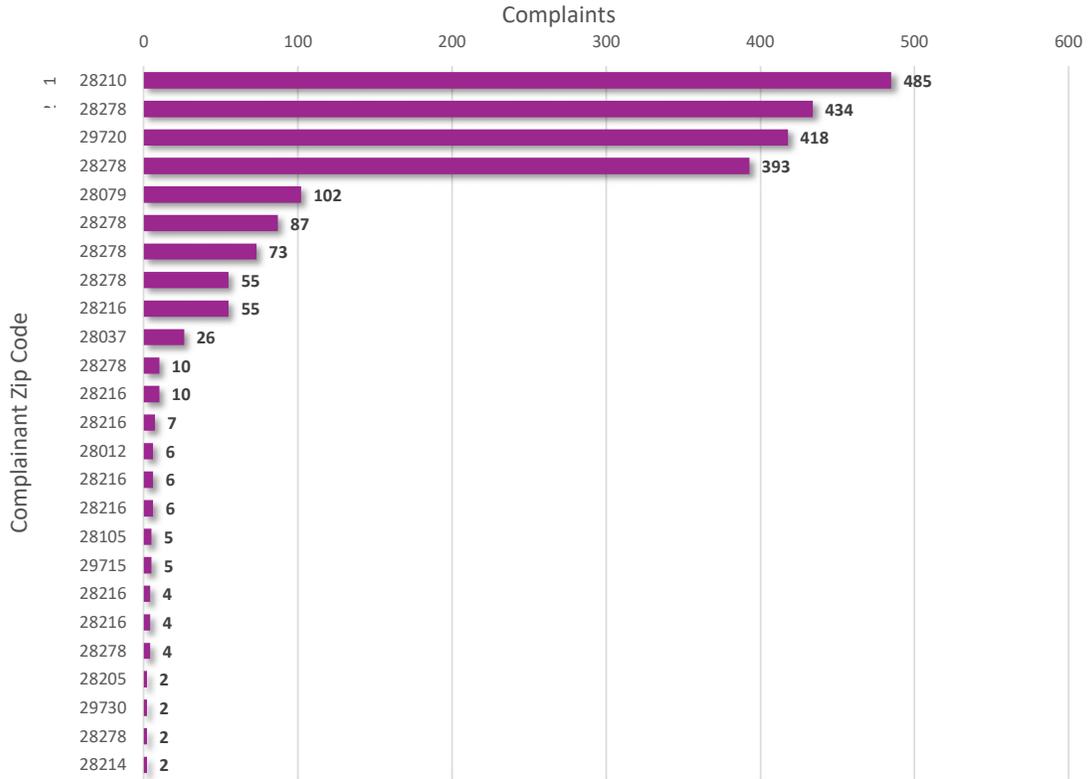


Charlotte Douglas International Airport's July aircraft noise complaints from area residents totaled 2,344 and were generated by 45 distinct households. This represents a -8.2% change in complaints and a 9.8% change in households from the previous month.

The top 25 reporting households generated 2,203 complaints or 94.0% of the monthly total.

Complaints were geographically concentrated in zip codes: 28278 (1,063), 28210 (486), 29720 (419) and 28117 (123). See Page 3 for a complete list of complaints and the associated number of reporting households.

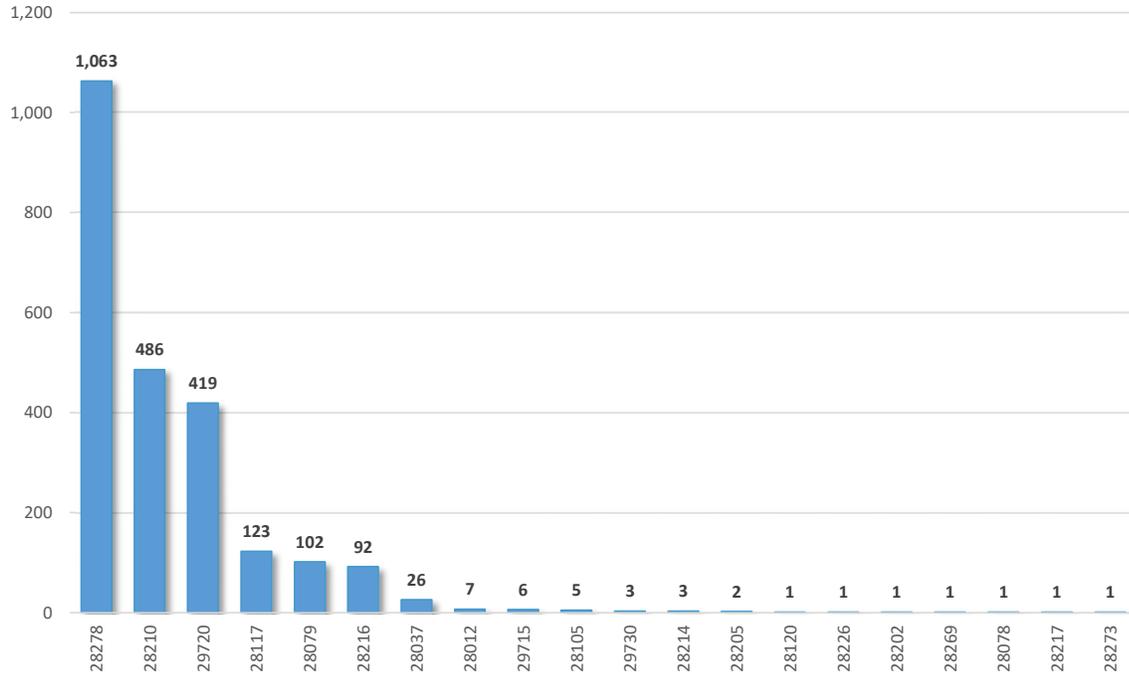
# Complainant Ranking (Top 25)



	RESIDENT FROM	ZIP CODE	COMPLAINTS	PERCENT OF MONTH
1	Charlotte	28210	485	20.7%
2	Charlotte	28278	434	18.5%
3	Lancaster	29720	418	17.8%
4	Charlotte	28278	393	16.8%
5	Indian Trail	28079	102	4.4%
6	Charlotte	28278	87	3.7%
7	Charlotte	28278	73	3.1%
8	Charlotte	28278	55	2.3%
9	Charlotte	28216	55	2.3%
10	Denver	28037	26	1.1%
11	Charlotte	28278	10	0.4%
12	Charlotte	28216	10	0.4%
13	Charlotte	28216	7	0.3%
14	Belmont	28012	6	0.3%
15	Charlotte	28216	6	0.3%
16	Charlotte	28216	6	0.3%
17	Matthews	28105	5	0.2%
18	Fort Mill	29715	5	0.2%
19	Charlotte	28216	4	0.2%
20	Charlotte	28216	4	0.2%
21	Charlotte	28278	4	0.2%
22	Charlotte	28205	2	0.1%
23	Rock Hill	29730	2	0.1%
24	Charlotte	28278	2	0.1%
25	Charlotte	28214	2	0.1%
<b>Top 25 Totals</b>			<b>2,203</b>	<b>94.0%</b>

# Complaints This Month

Area Ranking by Zip Code (All)

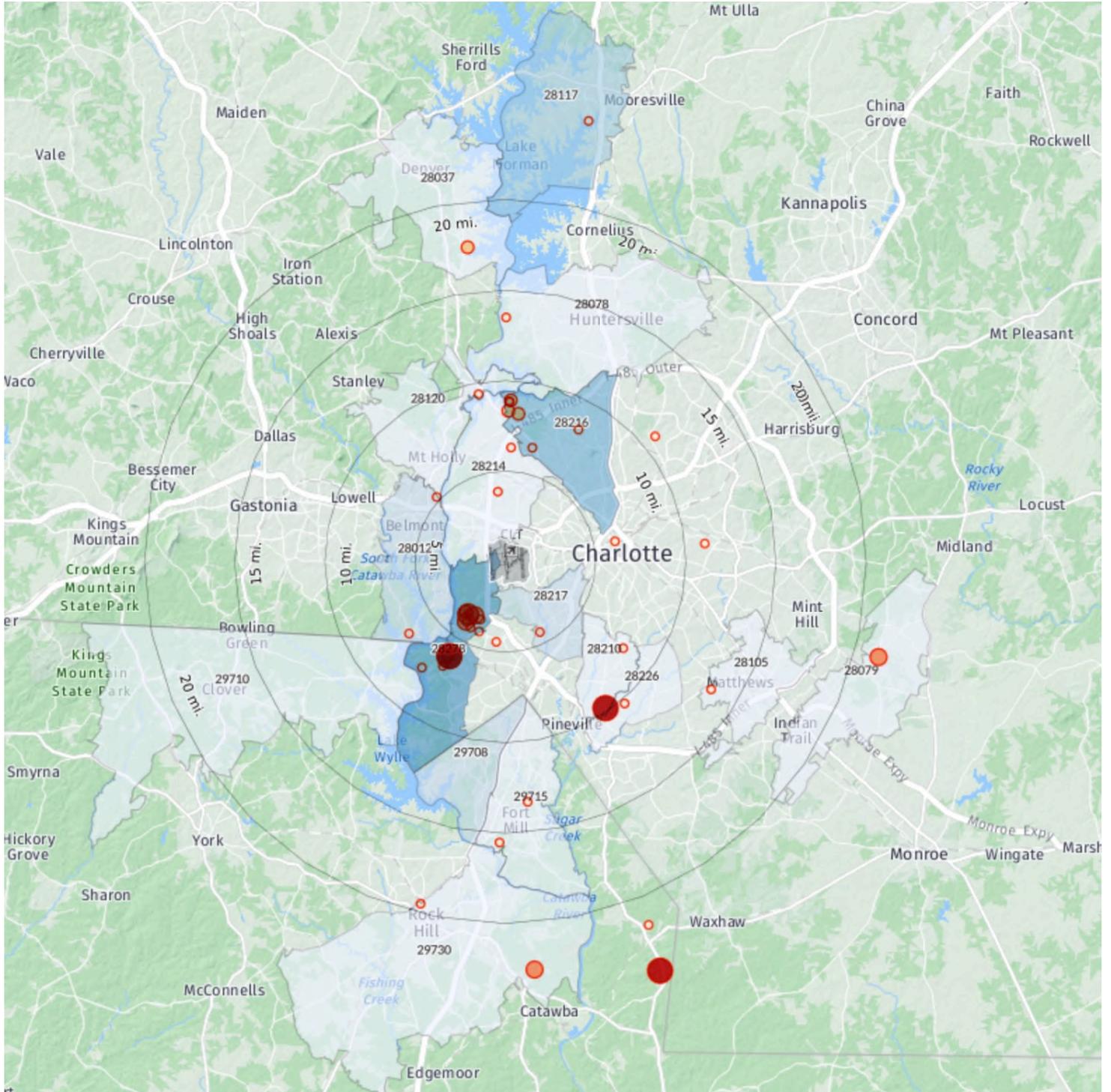


ZIP CODE	CITY	COMPLAINTS	HOUSEHOLDS
28278	Charlotte	1,063	13
28210	Charlotte	486	2
29720	Lancaster	419	2
28117	Mooresville	123	2
28079	Indian Trail	102	1
28216	Charlotte	92	7
28037	Denver	26	1
28012	Belmont	7	2
29715	Fort Mill	6	2
28105	Matthews	5	1
29730	Rock Hill	3	2
28214	Charlotte	3	2
28205	Charlotte	2	1
28120	Mount Holly	1	1
28226	Charlotte	1	1
28202	Charlotte	1	1
28269	Mooresville	1	1
28078	Huntersville	1	1
28217	Charlotte	1	1
28273	Charlotte	1	1
<b>Totals</b>		<b>2,344</b>	<b>45</b>

# Complaint Map: July 2024

Distinct Households - 45 / Complaints - 2,344

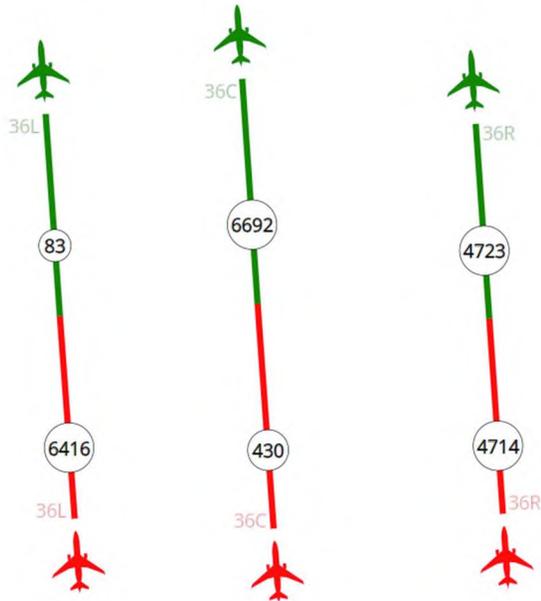
NOTES: [1] Noise complaints submitted from households without valid address information are not depicted on the map. [2] Household map marker size based on number of complaints submitted.



# Airport Flow Report – July 2024

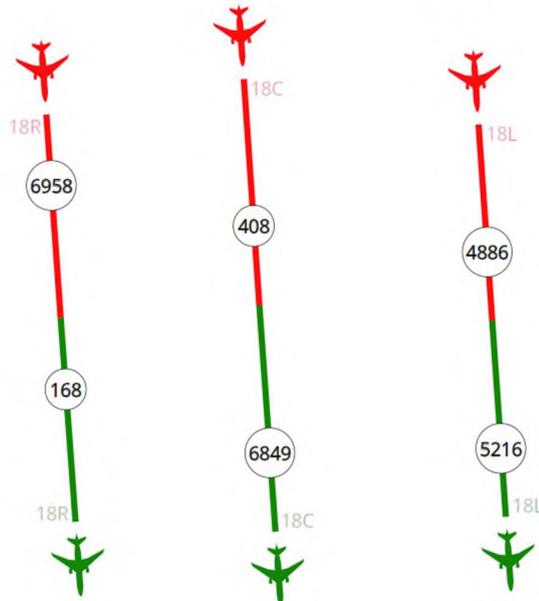
## North Flow Runway Utilization

NORTH FLOW RUNWAY UTILIZATION

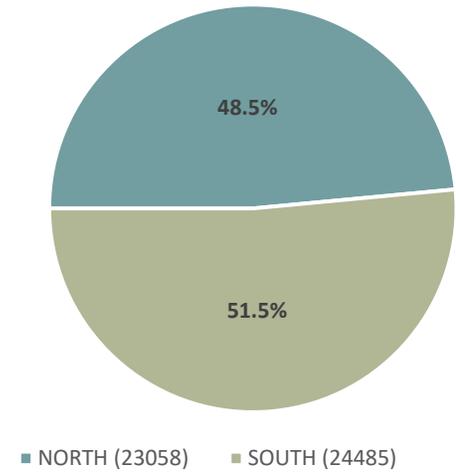


## South Flow Runway Utilization

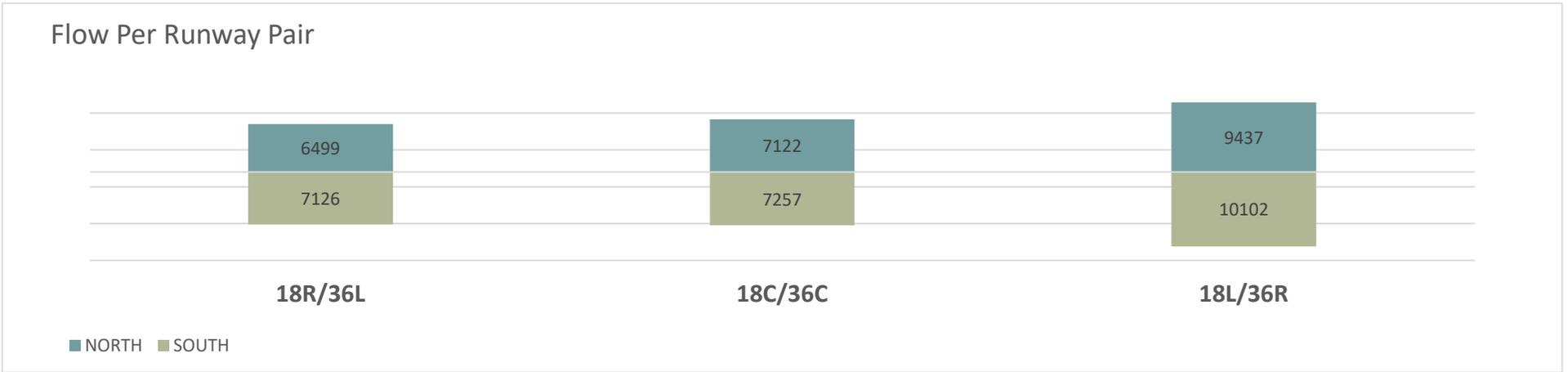
SOUTH FLOW RUNWAY UTILIZATION



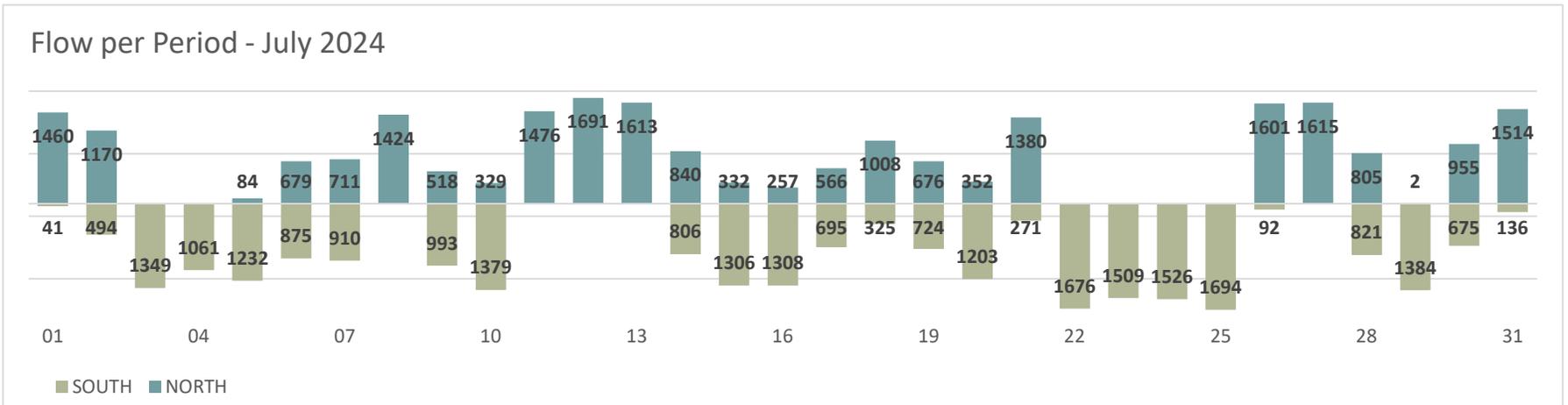
## North/South Flow



# Airport Flow Report – July 2024



Above: Operations by runway surface including both arrivals and departures



Above: Airport flow by day



# Monthly Complaint Report

CHARLOTTE DOUGLAS INTERNATIONAL NOISE DIVISION

August 2024

## Monthly Totals & Trends

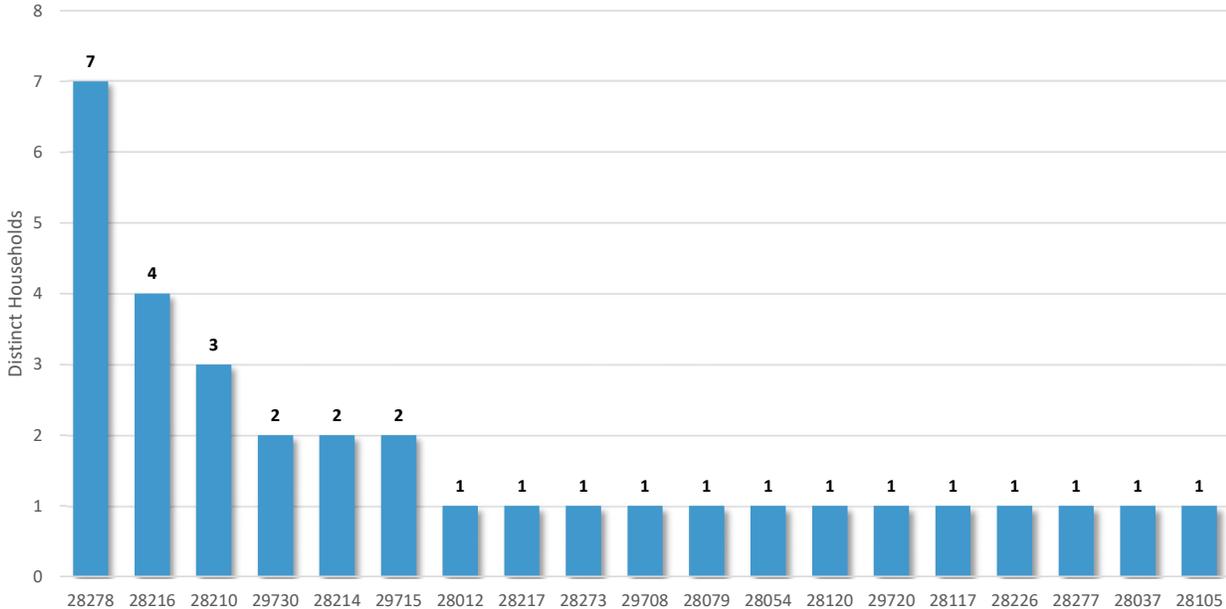
**33**

Households

**2,030**

Complaints

Distinct Households, Ranking by Zip Code

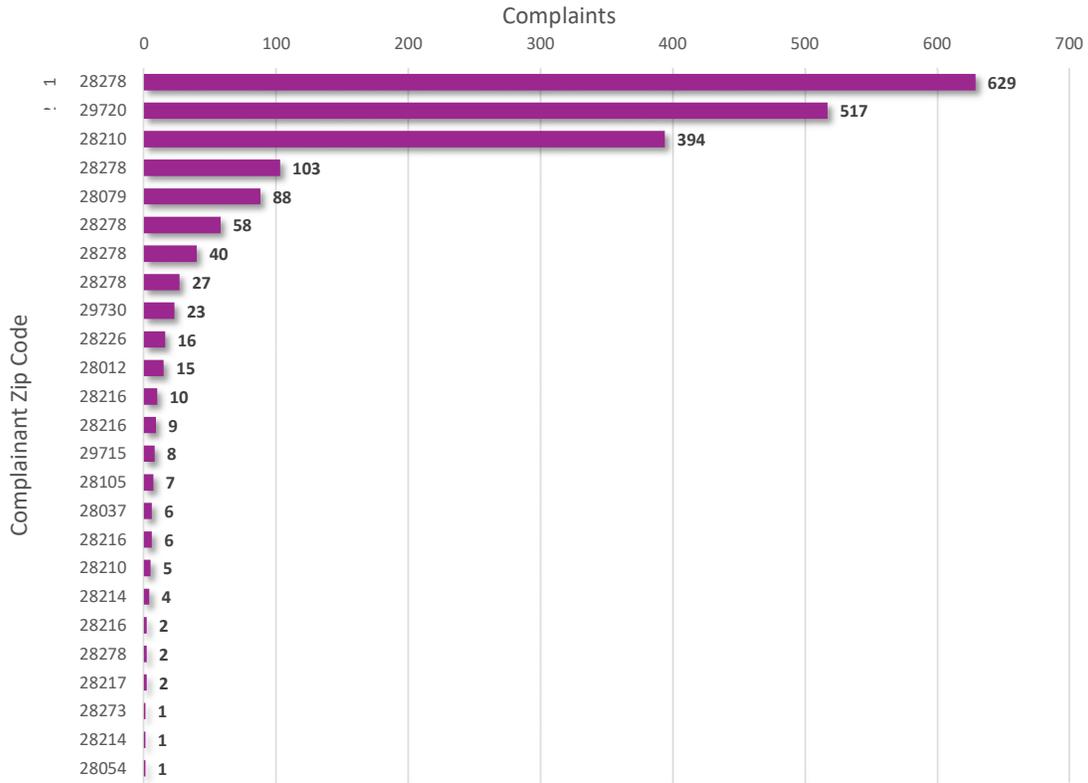


Charlotte Douglas International Airport's August aircraft noise complaints from area residents totaled 2,030 and were generated by 33 distinct households. This represents a -13.4% change in complaints and a -26.7% change in households from the previous month.

The top 25 reporting households generated 1,974 complaints or 97.2% of the monthly total.

Complaints were geographically concentrated in zip codes: 28278 (860), 29720 (517), 28210 (400) and 28079 (88). See Page 3 for a complete list of complaints and the associated number of reporting households.

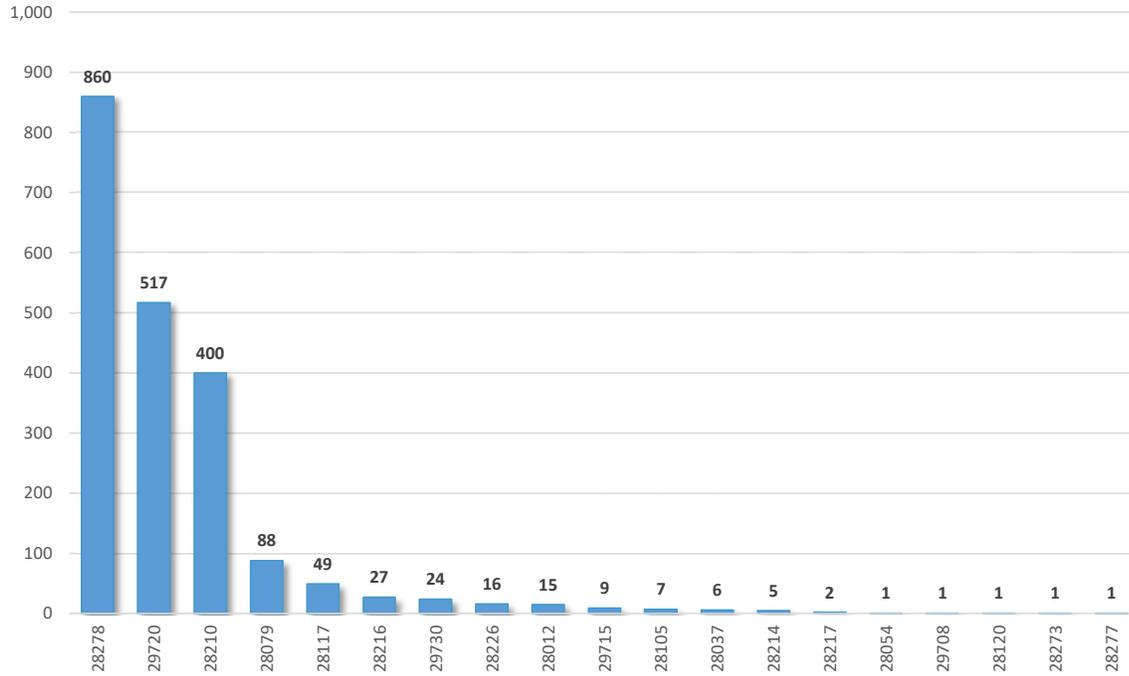
## Complainant Ranking (Top 25)



	RESIDENT FROM	ZIP CODE	COMPLAINTS	PERCENT OF MONTH
1	Charlotte	28278	629	31.0%
2	Lancaster	29720	517	25.5%
3	Charlotte	28210	394	19.4%
4	Charlotte	28278	103	5.1%
5	Indian Trail	28079	88	4.3%
6	Charlotte	28278	58	2.9%
7	Charlotte	28278	40	2.0%
8	Charlotte	28278	27	1.3%
9	Rock Hill	29730	23	1.1%
10	Charlotte	28226	16	0.8%
11	Belmont	28012	15	0.7%
12	Charlotte	28216	10	0.5%
13	Charlotte	28216	9	0.4%
14	Fort Mill	29715	8	0.4%
15	Matthews	28105	7	0.3%
16	Denver	28037	6	0.3%
17	Charlotte	28216	6	0.3%
18	Charlotte	28210	5	0.2%
19	Charlotte	28214	4	0.2%
20	Charlotte	28216	2	0.1%
21	Charlotte	28278	2	0.1%
22	Charlotte	28217	2	0.1%
23	Charlotte	28273	1	0.0%
24	Charlotte	28214	1	0.0%
25	Gastonia	28054	1	0.0%
	<b>Top 25 Totals</b>		<b>1,974</b>	<b>97.2%</b>

# Complaints This Month

Area Ranking by Zip Code (All)

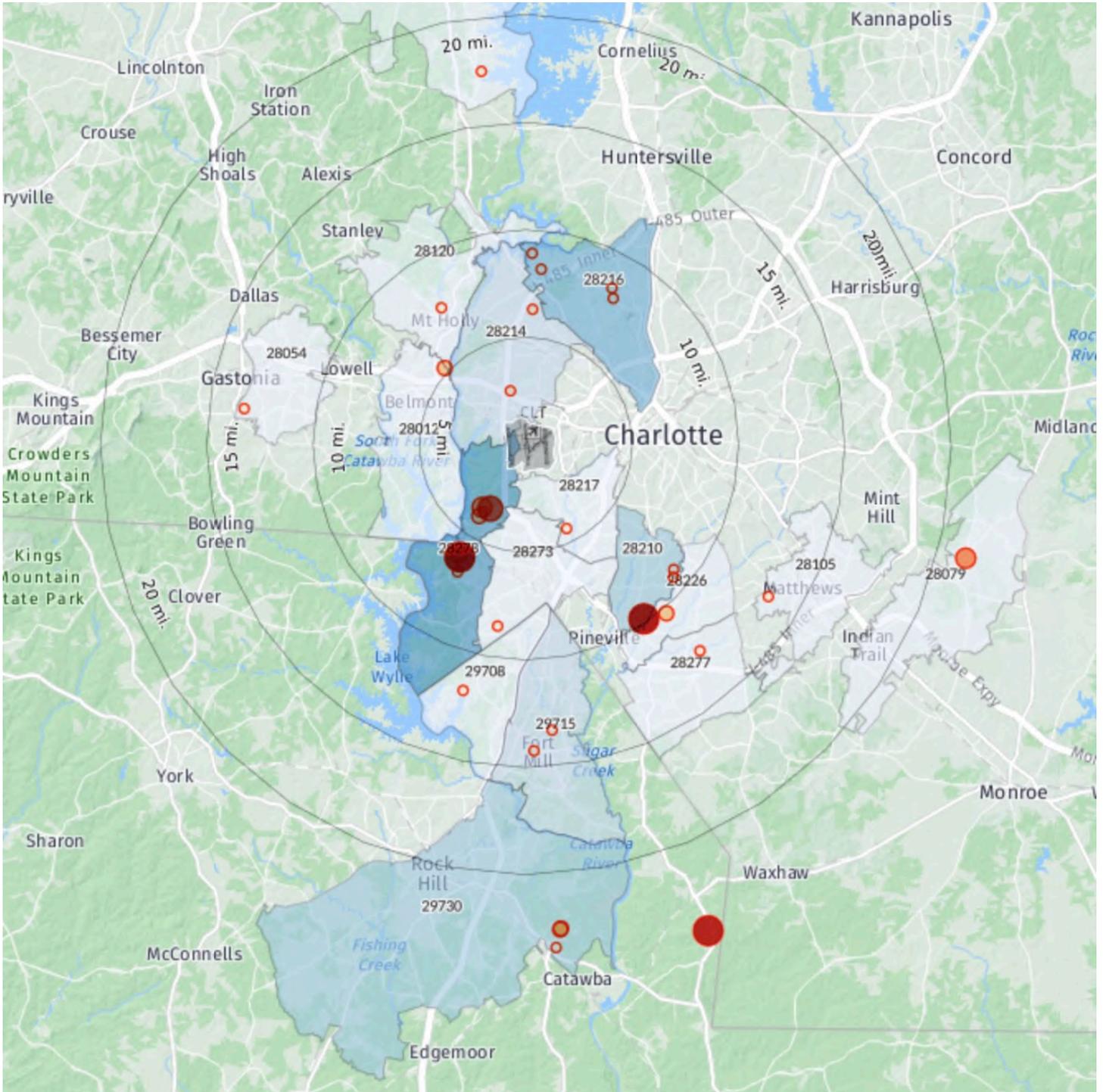


ZIP CODE	CITY	COMPLAINTS	HOUSEHOLDS
28278	Charlotte	860	7
29720	Lancaster	517	1
28210	Charlotte	400	3
28079	Indian Trail	88	1
28117	Mooresville	49	1
28216	Charlotte	27	4
29730	Rock Hill	24	2
28226	Charlotte	16	1
28012	Belmont	15	1
29715	Fort Mill	9	2
28105	Matthews	7	1
28037	Denver	6	1
28214	Charlotte	5	2
28217	Charlotte	2	1
28120	Mount Holly	1	1
29708	Tega Cay	1	1
28054	Gastonia	1	1
28273	Charlotte	1	1
28277	Charlotte	1	1
<b>Totals</b>		<b>2,030</b>	<b>33</b>

# Complaint Map: August 2024

Distinct Households - 33 / Complaints - 2,030

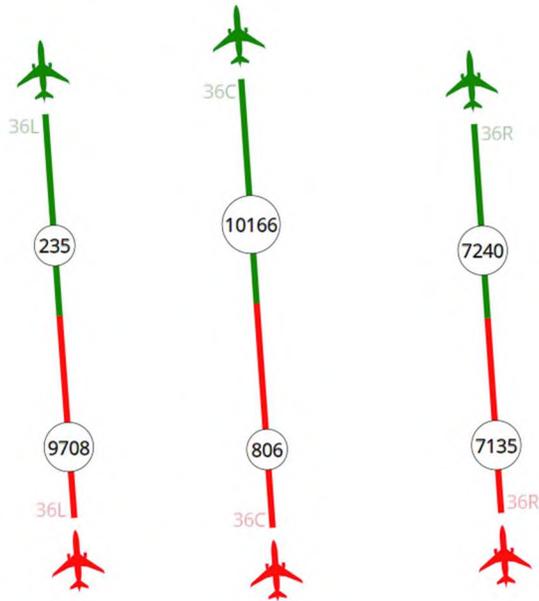
NOTES: [1] Noise complaints submitted from households without valid address information are not depicted on the map. [2] Household map marker size based on number of complaints submitted.



# Airport Flow Report – August 2024

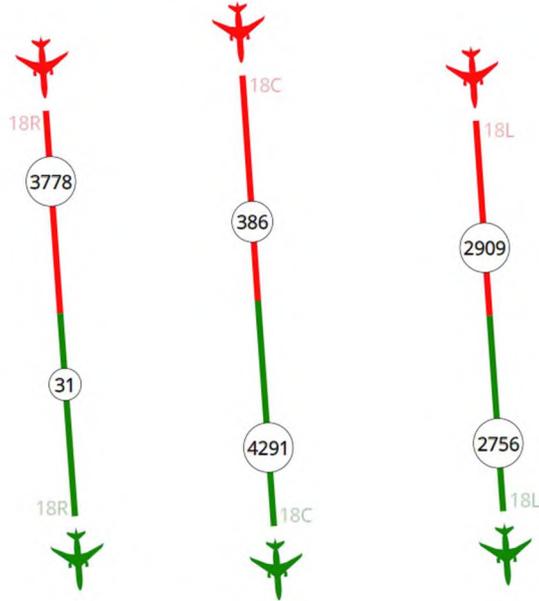
## North Flow Runway Utilization

NORTH FLOW RUNWAY UTILIZATION

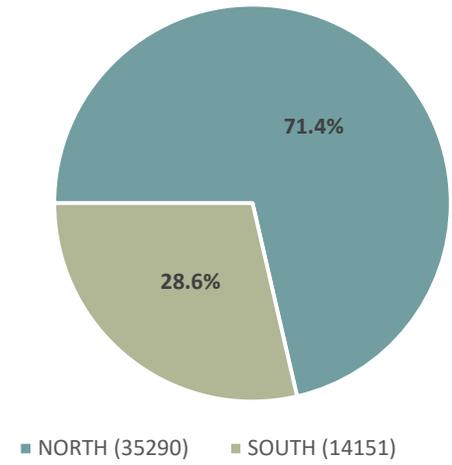


## South Flow Runway Utilization

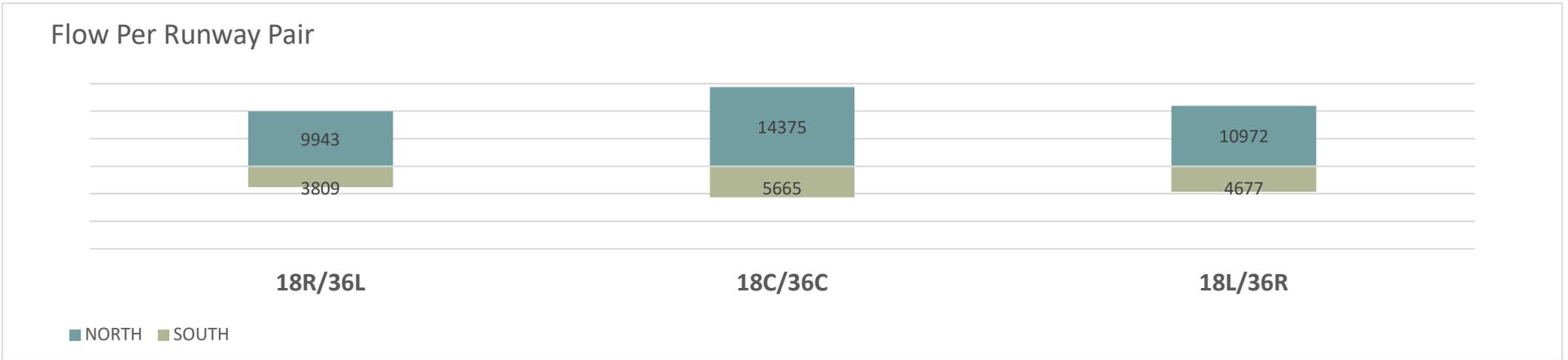
SOUTH FLOW RUNWAY UTILIZATION



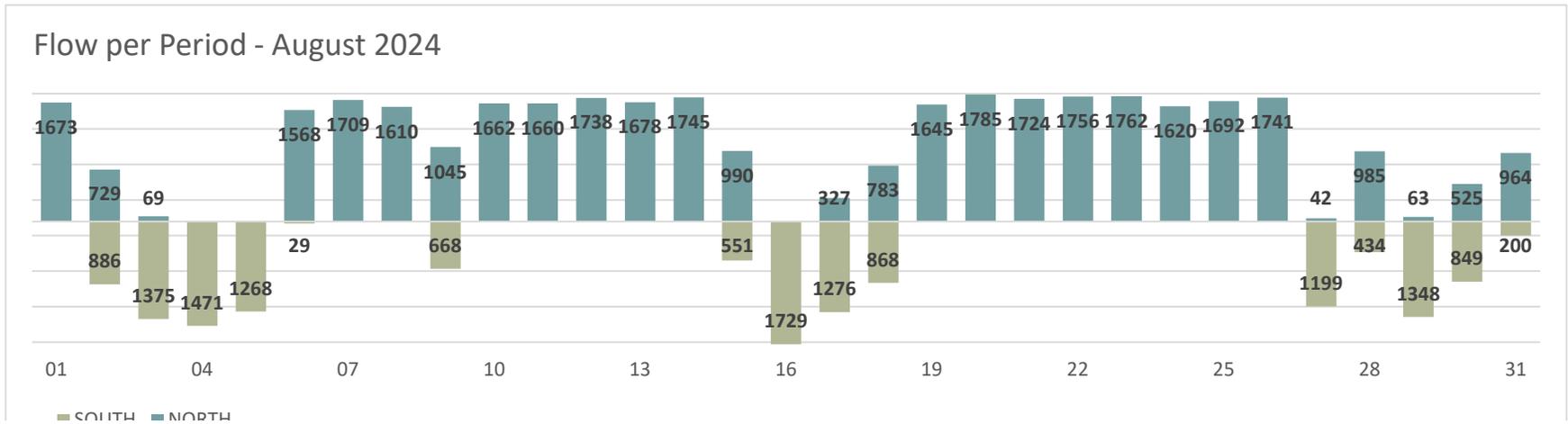
## North/South Flow



# Airport Flow Report – August 2024



Above: Operations by runway surface including both arrivals and departures



Above: Airport flow by day



# Monthly Complaint Report

CHARLOTTE DOUGLAS INTERNATIONAL NOISE DIVISION **September 2024**

## Monthly Totals & Trends

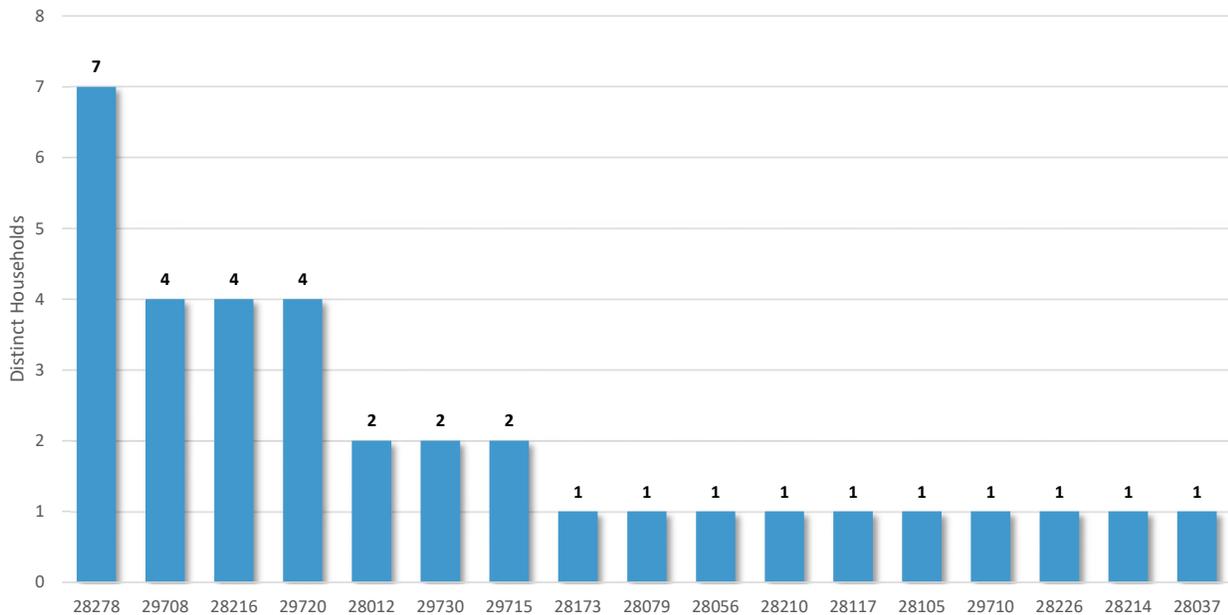
**35**

Households

**2,167**

Complaints

Distinct Households, Ranking by Zip Code

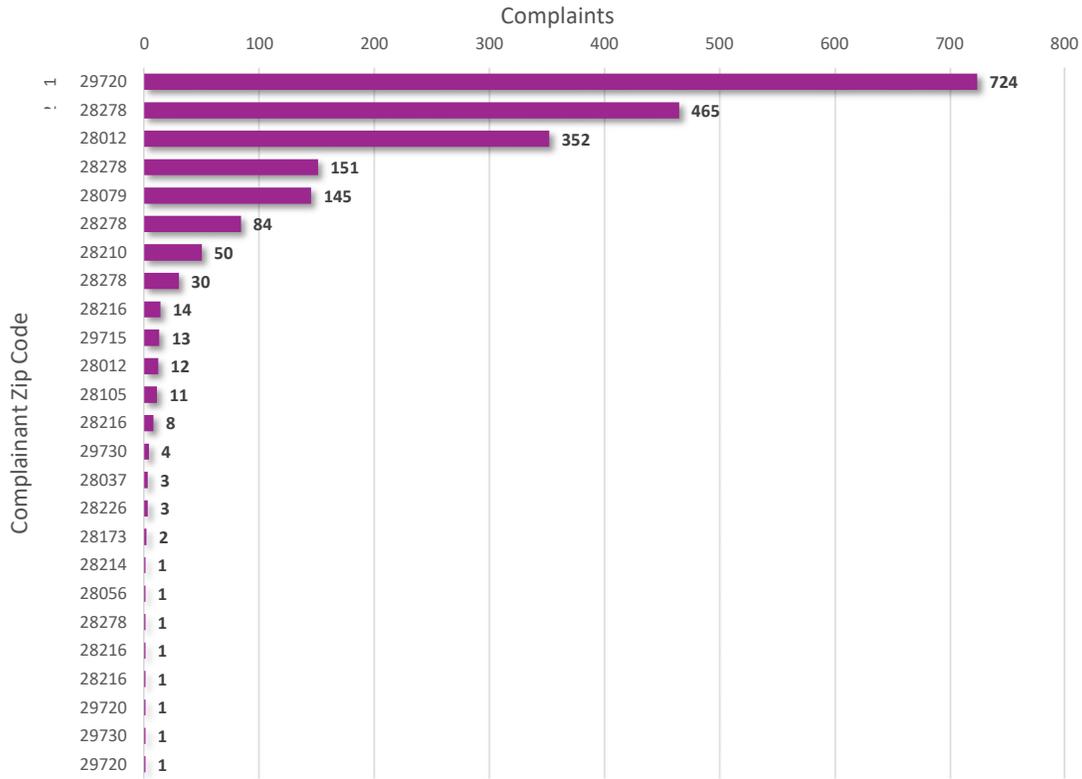


Charlotte Douglas International Airport's September aircraft noise complaints from area residents totaled 2,167 and were generated by 35 distinct households. This represents a 6.7% change in complaints and a 6.1% change in households from the previous month.

The top 25 reporting households generated 2,079 complaints or 95.9% of the monthly total.

Complaints were geographically concentrated in zip codes: 28278 (733), 29720 (727), 28012 (364) and 28079 (145). See Page 3 for a complete list of complaints and the associated number of reporting households.

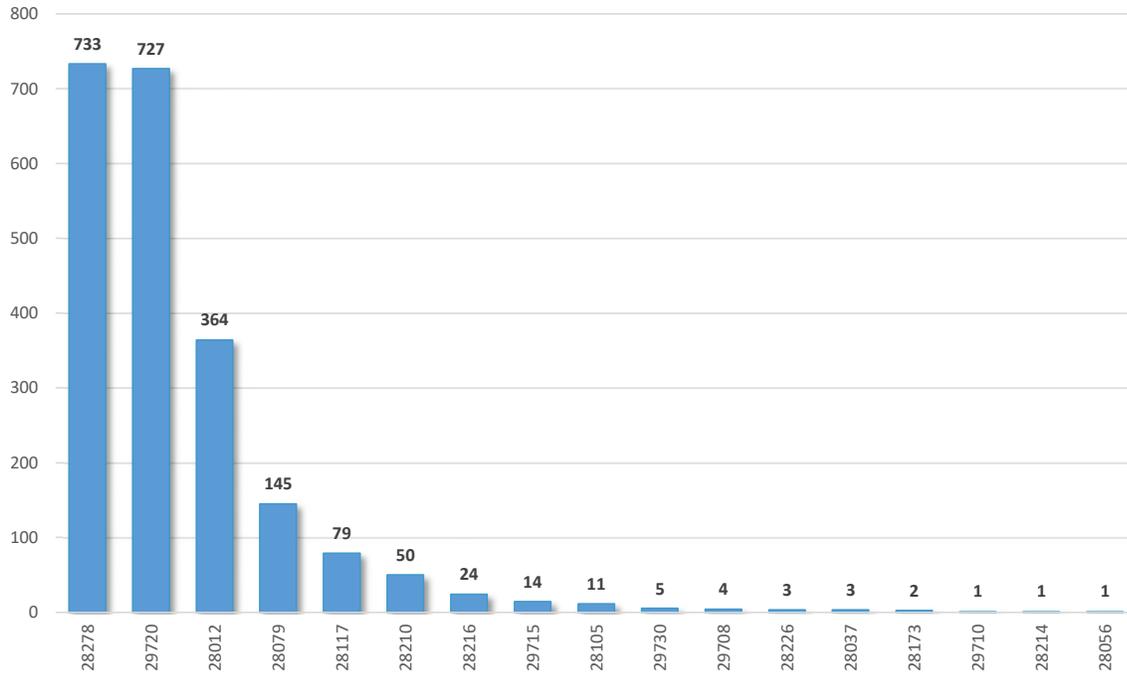
# Complainant Ranking (Top 25)



	RESIDENT FROM	ZIP CODE	COMPLAINTS	PERCENT OF MONTH
1	Lancaster	29720	724	33.4%
2	Charlotte	28278	465	21.5%
3	Belmont	28012	352	16.2%
4	Charlotte	28278	151	7.0%
5	Indian Trail	28079	145	6.7%
6	Charlotte	28278	84	3.9%
7	Charlotte	28210	50	2.3%
8	Charlotte	28278	30	1.4%
9	Charlotte	28216	14	0.6%
10	Fort Mill	29715	13	0.6%
11	Belmont	28012	12	0.6%
12	Matthews	28105	11	0.5%
13	Charlotte	28216	8	0.4%
14	Rock Hill	29730	4	0.2%
15	Denver	28037	3	0.1%
16	Charlotte	28226	3	0.1%
17	Waxhaw	28173	2	0.1%
18	Charlotte	28214	1	0.0%
19	Gastonia	28056	1	0.0%
20	Charlotte	28278	1	0.0%
21	Charlotte	28216	1	0.0%
22	Charlotte	28216	1	0.0%
23	Lancaster	29720	1	0.0%
24	Rock Hill	29730	1	0.0%
25	Lancaster	29720	1	0.0%
	<b>Top 25 Totals</b>		<b>2,079</b>	<b>95.9%</b>

# Complaints This Month

Area Ranking by Zip Code (All)

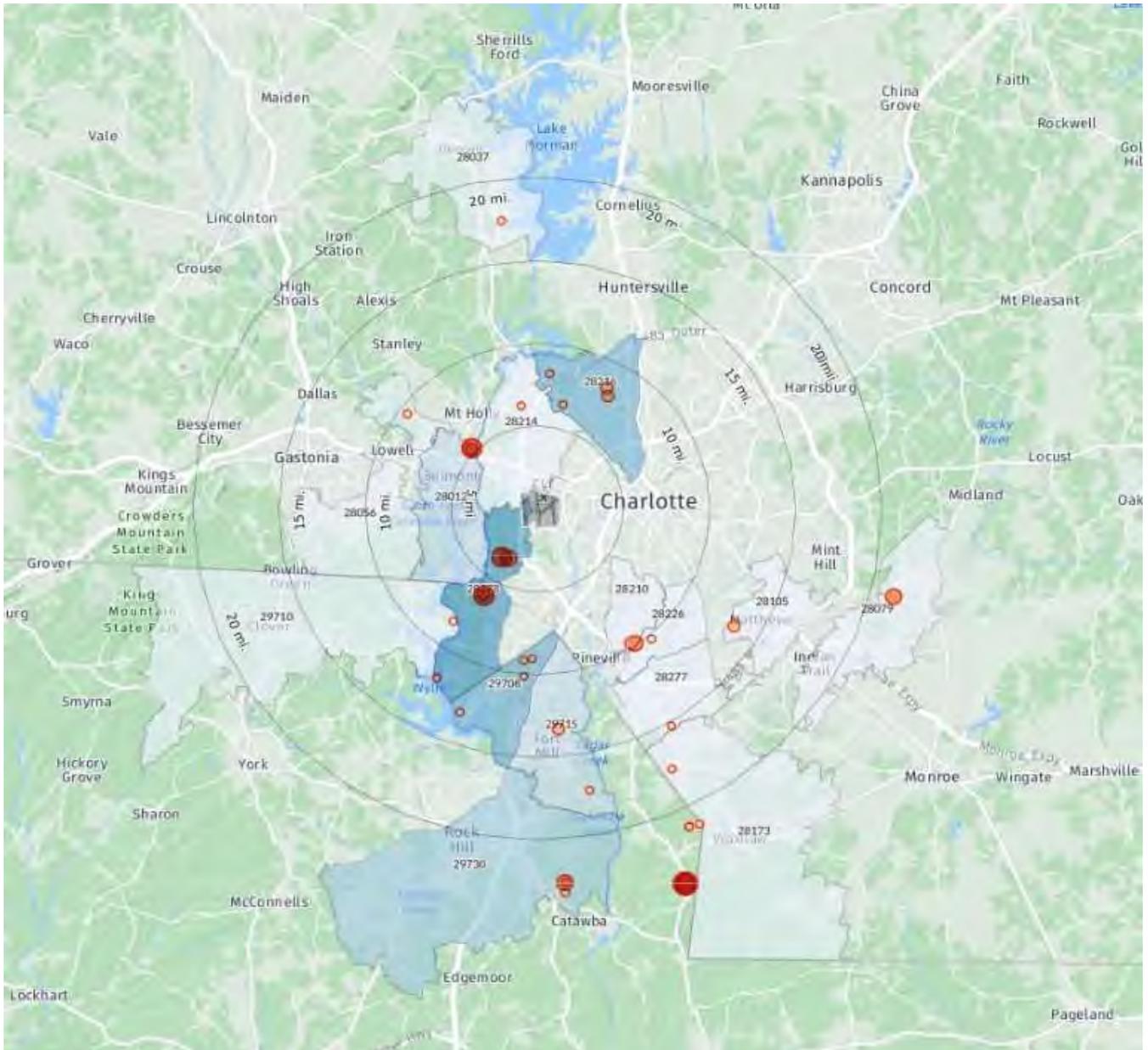


ZIP CODE	CITY	COMPLAINTS	HOUSEHOLDS
28278	Charlotte	733	7
29720	Lancaster	727	4
28012	Belmont	364	2
28079	Indian Trail	145	1
28117	Mooresville	79	1
28210	Charlotte	50	1
28216	Charlotte	24	4
29715	Fort Mill	14	2
28105	Matthews	11	1
29730	Rock Hill	5	2
28173	Waxhaw	3	1
28037	Denver	3	1
29708	Fort Mill	3	3
28214	Charlotte	2	1
29710	Clover	1	1
28226	Charlotte	1	1
28056	Gastonia	1	1
<b>Totals</b>		<b>2,167</b>	<b>35</b>

# Complaint Map: September 2024

Distinct Households - 35 / Complaints - 2,167

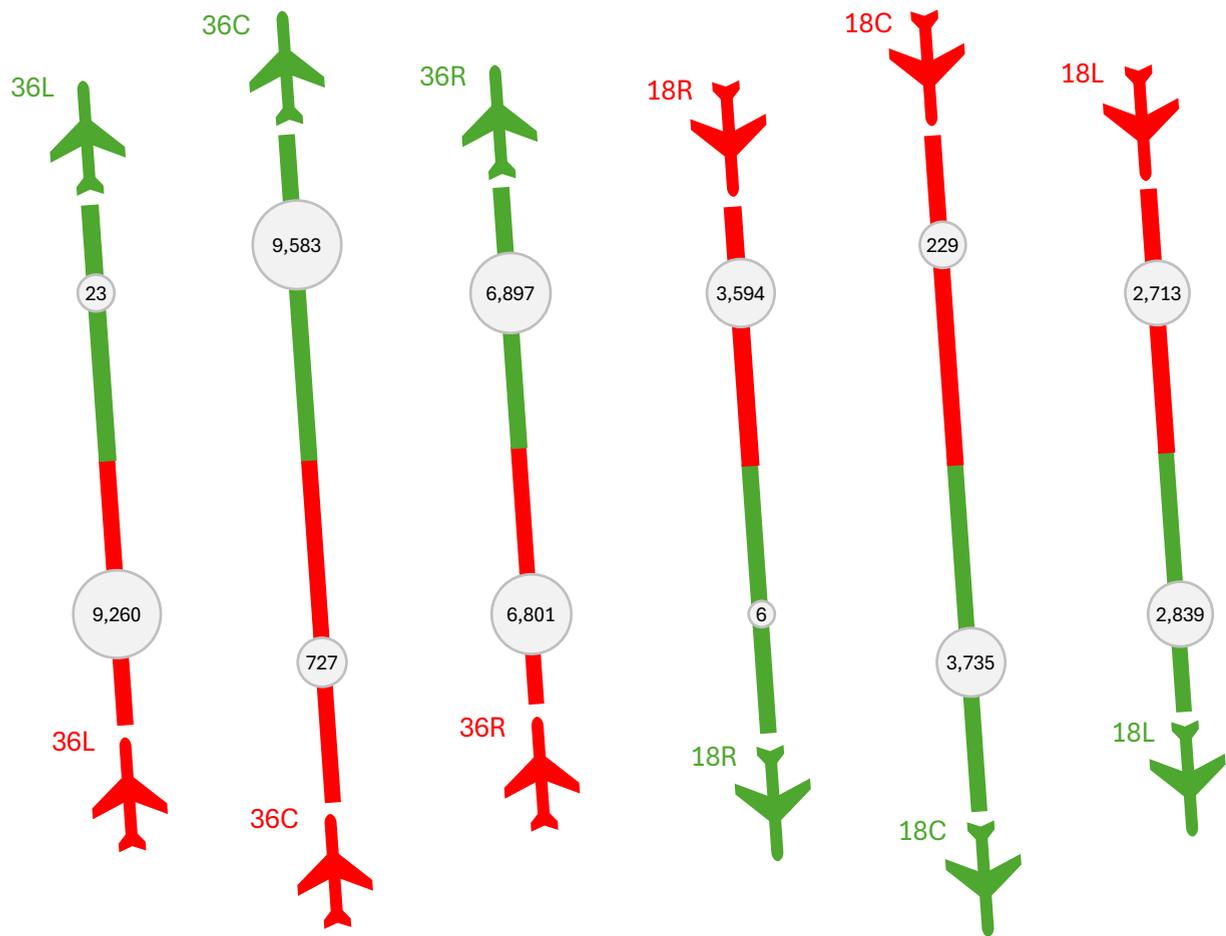
NOTES: [1] Noise complaints submitted from households without valid address information are not depicted on the map. [2] Household map marker size based on number of complaints submitted.



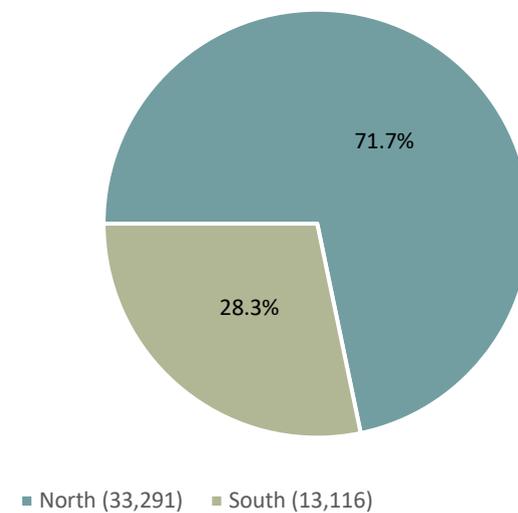
# Airport Flow Report - September 2024

North Flow Runway Utilization

South Flow Runway Utilization

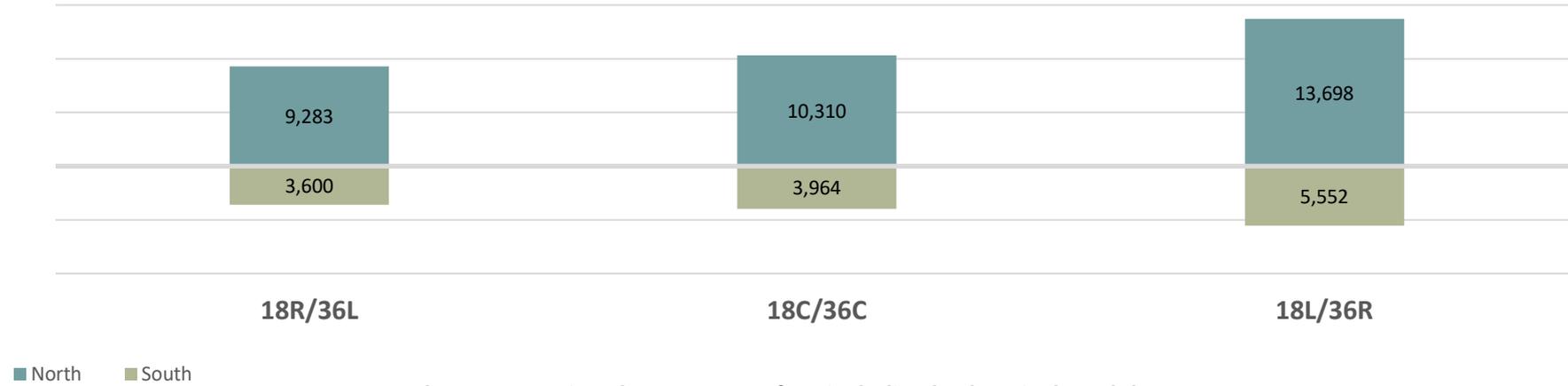


North/South Flow



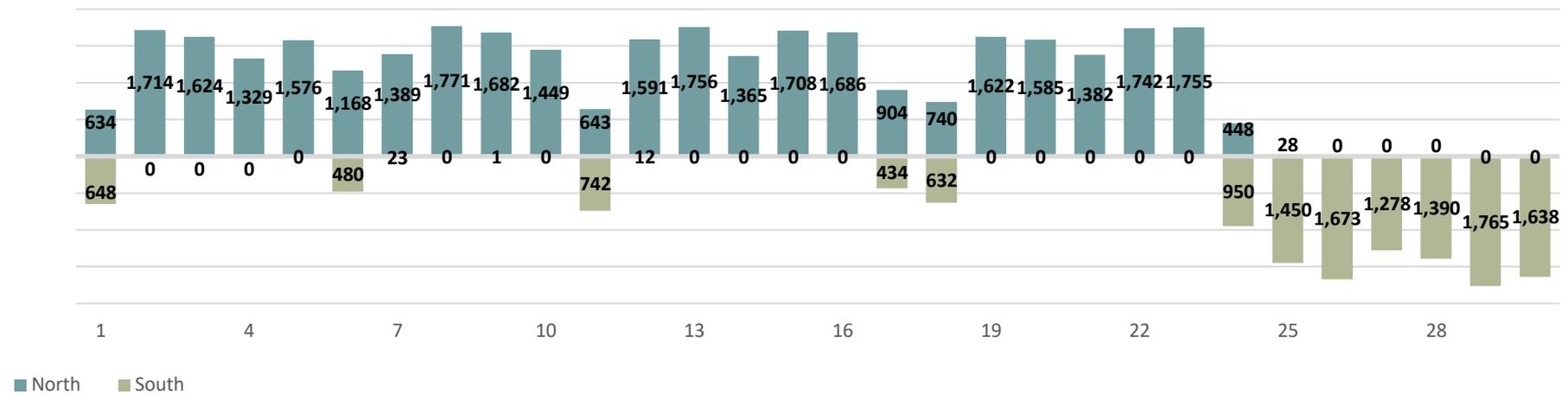
# Airport Flow Report - September 2024

Flow Per Runway Pair



Above: Operations by runway surface including both arrivals and departures

Flow per Period - September 2024



Above: Airport flow by day

# Charlotte Douglas International Airport

## Airport Community Roundtable

### Analysis/Support Requests and Motions from the **July 2024 Meeting**

#### Requests for Action

##### **Convey Interest in Key ACR Positions (ACR)**

ACR members were asked to inform the ACR Vice Chair of their interest in participation in any/all of three roles:

- ❖ Participating on the Part 150 Temporary Working Team
- ❖ Participating as an ACR representative on the Technical Advisory Committee, with the meeting expected to occur in September
- ❖ Being nominated as Chair of the ACR at the October meeting.

##### **Request ACR Questions/Considerations about FAA's FOIA Response (CSS)**

CSS was asked to send a notification to ACR members to solicit their input and questions regarding the FAA's response to the ACR's FOIA request regarding North v. South Flow decisioning.

##### **Conduct Review of the FAA's Response to the ACR's FOIA Request Regarding North v. South Decisioning Criteria (LOIPT)**

The Local Operations/Improvement Project Team (LOIPT) was asked to review the FAA's response to the FOIA request as well as any additional questions or comments from ACR members. The Project Team was asked to present the results of the review to the ACR in October, including any recommendations for next steps.

##### **Request to Provide Baseline Data on Waypoints Relating to Recommendation #3a (CLT)**

The ACR asked CLT to provide an analysis of baseline measures of waypoint altitudes prior to the implementation of the new procedures by the FAA on May 16, 2024. This baseline would serve as the starting point for analysis of relative change in altitudes and potentially the utilization of the new procedures.

##### **Request for Noise Disclosure Overlay Information (CLT)**

CLT noted that it would send Noise Disclosure Overlay information to the ACR facilitator for distribution to ACR members.

#### Motions

##### **Part 150 Process – Form Temporary Working Team**

The ACR voted on the following Motion: *To form a Temporary Working Team led by the Vice Chair to Craft a Formal Response to the draft Part 150 on behalf of the ACR.*

The ACR passed this Motion unanimously.