

# **Charlotte Airport Community Roundtable**

April 10, 2024 Meeting

## **Handouts**

- A) Meeting Agenda
- B) ACR Members/Stakeholders
- C) Public Input Guidelines
- D) ACR Proposals - Concurrent Pathways
- E) ACR Member Newsletter (Cover E-mail) – March 2024
- F) CLT Updates
  - 1) March 2024 Runway Utilization Report
  - 2) March 2024 Complaints Report
- G) Listing of Requests for Analysis and Motions from January

# CLT Airport Community Roundtable

## Meeting Agenda – April 10, 2024, 6p-8p

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

- a) Call Meeting to Order, Welcome, and Introductions – Natalie Rutzell, ACR 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 January – Natalie Rutzell, ACR Chair

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

### 3) Update on Moving Forward – Engage and Improve (70-80 Mins.)

- a) Tower/TRACON Tour Debrief (10 Mins.)

- b) Part 150 Noise Compatibility Study Update – Stuart Hair, Director of Commercial and Community Engagement, CLT (10-15 Mins.)

- c) Discuss Concurrent Paths for ACR Proposals (30-40 Mins.)

- i) Concurrent Path Review/Update – Ed Gagnon, ACR Facilitator
- ii) Discussion on Gaining Information to Progress on Proposals – Natalie Rutzell, ACR Chair

- d) Updates from Project Teams (10-15 Mins.)

### 4) Update on Moving Forward – Monitor (20 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 Process for Alternative Recommendation #3a – Pearlis Johnson, Deputy Regional Administrator (Southern Region), FAA (10 Mins.)

### 5) Request/Address Additional Business (5 Mins.)

- a) Unfinished Business

- Note Prior Meeting Motions/Requests for Support

- b) New Business

### 6) Adjourn (2 Mins.)

- Next Meeting: **June 10, 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  
Matt Hamilton – Davidson  
Preston Hagman – Huntersville  
Dusty Gilvin – Pineville

## Mecklenburg County

Thelma Wright – Mecklenburg County, At Large  
Natalie Rutzell – Mecklenburg County District 2  
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 3, Mecklenburg County District 5, Lincoln County, Matthews, Mint Hill

# 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

Andrese Davis – Manager, Airspace and Procedures Team

Shane Jackson – Community Engagement Officer

## **American Airlines:**

Tracy Montross – Regional Director of Gov't 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 Airport Community Roundtable

## ACR Recommendations – Concurrent Paths

### Pathways Being Utilized to Address ACR Proposals – as of 1/18/24

Concurrent Paths	ACR Recommendations/Proposals
(1) <b>Underway</b> – Slate items being addressed by the FAA	<ul style="list-style-type: none"> <li>• <b>Slate #3a (Raising 7 Waypoints by 1000')</b></li> </ul>
(2) <b>Underway</b> – Slate and other Part 150 items <i>still being evaluated as of 11/14/23</i>	<ul style="list-style-type: none"> <li>• <b>Slate #4 (Remove the 2-Mile Restriction on Departure)</b></li> <li>• <b>Slate #5 (Utilize Divergent Departure Headings)</b></li> <li>• <b>Additional ACR-related Proposals Submitted through the Part 150 Process</b> <ul style="list-style-type: none"> <li>➤ 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.</li> <li>➤ NA-F-1 – Increase the number of departure headings for north flow operations while maintaining existing approved headings and maximizing departure corridors.</li> <li>➤ NA-F-2 – Maximize the number of divergent headings for north flow operations while maintaining a 15° separation between headings.</li> <li>➤ NA-G-2 – Increase the number of departure headings for south flow operations while keeping the 2-mile restriction on Runway 18L.</li> <li>➤ 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.</li> <li>➤ 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.</li> </ul> </li> </ul>
(3) <b>Needing to Begin</b> – Items assigned to ACR’s Technical Working Group	<ul style="list-style-type: none"> <li>• <b>Slate #1a (Increased Use of Continuous Descent Approach/Optimized Profile Descent)</b></li> </ul>

(4) **Needing to Begin**  
 – ACR  
 Recommendations  
 excluded from  
 Part 150  
 consideration as  
 of 11/14/23

- **Slate #6 (Change Headings of First Turns off Runways 18L and 18C)**
- **Additional-related ACR Proposals Submitted through the Part 150 Process**
  - NA-C-1 – Balanced Mix of North v. South Flow: Increase the amount of time the Airport operates in south flow to achieve a 50/50 balance of north v. south flow
  - NA-C-2 – Limit One Direction Flow to a Maximum # Days: Prevent continuous flow in one direction over more than [two consecutive days] to bring relief to people who have been getting noise/flow from one type of operation continuously for multiple days. After [two consecutive days] of flow in the same direction, flow should be reversed at the first reasonable opportunity and maintained in the reverse direction for a reasonable period.
  - NA-D-2 – At low periods, spread operations to avoid concentration of a particular mode of operation (e.g., most/all departures or most/all arrivals) to a single runway, leaving others underutilized for the same mode of operation. For example: Avoid sending all arrivals to Runway 18R while Runways 18L and 18C are held open for occasional departures.
  - NA-D-3 – Ensure that the new fourth parallel runway (Runway 01/19), Runway 18R/36L (for arrivals), and Runway 18C/36C (for departures) will never have more, in the aggregate, than [50%] of arrivals/departures over any single daily period.
  - NA-D-4 – Set guidelines that require a minimum allocation of departures for Runway 18R/36L for a given timeframe (e.g., over the course of a quarter or year), with the goal of achieving at least ten percent of daily departures on that runway.
  - NA-D-5 – Between 7a-10p, do not use the new fourth parallel runway (Runway 01/19) and Runway 18R/36L to receive arrivals in “dual stream” mode during non-peak periods.
  - NA-D-6 – Alternate use of runways so that no two adjacent runways will be used primarily for the same mode of operation (arrival or departure) over a daily period.
  - NA-E-4 – Focus nighttime south-flow arrivals on the runway that typically receives fewer arrivals during the full 24-hour period (Runway 18L). 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-G-1 – Increase the number of departure headings for south flow operations while keeping the 2- mile restriction on the new Runway 19.
  - NA-H-2 – Change Headings of First Turns off Runways 18L and 18C.
  - NA-H-3 – For south flow departures, revert to 2016 procedures where aircraft depart from the Runway 18C at a 183° heading and fly between 2 to 4 nautical miles before turning to a 270° heading.
  - NA-I-1 – For south flow arrivals along the CHSLY procedure, maintain the published altitude of 6,000 feet at the HEELZ procedure so flights will not cut the corner.
  - NA-I-2 – For south flow arrivals, extend the eastern downwind so that flights intercept the final approach over the main channel of Mountain Island Lake keeping an altitude of 6,000 feet until turning final approach course.
  - NA-I-3 – For north flow arrivals, utilize Interstate 77 as a flight corridor.

## Ed Gagnon

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**From:** Ed Gagnon <ed.gagnon@cssamerica.com>  
**Sent:** Thursday, March 14, 2024 8:56 AM  
**To:** CLT-ACR@cssamerica.com  
**Cc:** 'Hair, Stuart'; 'Hennessey, Kevin'; 'Montross, Tracy'; 'Reese, Matthew'; 'Eugene M. Reindel'  
**Subject:** CLT ACR Member Newsletter - March 2024

Hello ACR Members,

This is the March 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).

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

- **Recent Part 150 Activities**
  - The Part 150 Team provided the ACR a formal response to the ACR's questions/comments. Ed shared that update with the ACR on February 20.
  - The consultants work on the analysis of proposals is still ongoing at this point.
- For more information on the Part 150, please visit: <https://bit.ly/CLTACR150>

### Project Team Updates

- The **Community Engagement Project Team** (CEPT) met in February and March. Among the topics addressed were:
  - Received updates on members' community discussions about the ACR
  - Discussed Community Area Planning (CAP), now that City plans are going more toward execution
  - Noted the need to have ACR members continue to share collateral pieces on the ACR, noise complaints, the Part 150, etc.
  - Discussed the need to elevate the Part 150 discussion, particularly around the April timeframe
  - Identified additional local organizations with partnership potential.
- The **Government Engagement Project Team** (GEPT) met in February.
  - Discussed plans/approach for the next presentation to Charlotte City Council.
- The **Local Operations/Improvement Project Team** (LOIPT) met in February and March.
  - Discussed plans for TRACON/Tower Tours as well as debriefed after the Tours
  - Brainstormed on Local Groups to partner with, per CEPT request
  - Updated on Technical Working Group (TWG) Plans



- Discussed the LOIPT Adherence Monitoring focus, particularly identifying questions related to ramp congestion, North v. South Flow, and wind-affected plane noise
- Noted Concord's Airport is getting another airline
- Discussed Part 150 Team's Response to ACR Comments, as well as potential follow-up options
- The next scheduled Project Team meetings are:
  - Community Engagement Project Team
    - May 2, 6p
    - June 6, 6p
  - Government Engagement Project Team
    - March 26, 7p
    - May 28, 7p
    - June 25, 7p
  - Local Operations/Improvement Project Team
    - May 14, 630p
    - June 11, 630p

## CLT Operational Measures

CLT has updated its reporting of complaints and runway usage, providing more frequent reports and posting them online. Please see the following links for up-to-date information:

- January Complaint Monthly Report: <https://bit.ly/CLTCOM2401>
- February Complaint Monthly Report: <https://bit.ly/CLTCOM2402>
- January Runway Usage Monthly Report: <https://bit.ly/CLTRUN2401>
- February Runway Usage Monthly Report: <https://bit.ly/CLTRUN2402>
- 2023 Annual Complaint Report: <https://bit.ly/CLTCOM2023>
- 2023 Annual Runway Usage Report: <https://bit.ly/CLTRUN2023>

## FAA News Releases

There were no recent noise-related FAA news releases.

## Updates on Requests/Motions Made at Prior Meetings

- **ACR Input on Upcoming Project Team Activities (CSS/ACR)**
  - ACR members completed a Project Team Survey in support of CEPT and GEPT communication requests.
- **Feedback from Part 150 Team on ACR Response Document (CLT/Part 150 Team)**
  - As noted above, the Part 150 provided a response to the ACR comments in February.
- **HMMH Analysis of Part 150 Proposals Likely to Pass Part 150 Evaluations (CLT/HMMH)**
  - No action has been taken on this request, as the Part 150 Team's analysis of proposals is still underway.
- **Support in Determining How to Address ACR Proposals Excluded from the Part 150 Process (CLT/HMMH)**
  - CSS and CLT will meet in mid-March to identify some options for the ACR to consider for addressing proposals excluded from the Part 150 process.

## Reminders of Plans for Upcoming ACR Meeting

- Next ACR Meeting: **April 10**, 6p - CLT Center
- The next meeting could include any/all of the following Agenda Items:
  - **Debriefing on the TRACON/Tower Tours**
  - **Updating on the Part 150/TAC**
  - **Presenting (by Phil) on Community Area Planning Maps**

- **Receiving FAA Update on Implementation Process for Alternative Recommendation #3a**
- **Updating on Technical Working Group**
- **As part of CLT report, Updating on Relevant Construction Projects**
- **Member Groups/Guidelines**
  - 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 – Share updates on meeting(s)
  - Membership Reminders – Communication Protocols with Stakeholders (e.g., FAA, HMMH, AA, CLT, etc.)

## Updated ACR Calendar of All Meetings/Public Activities

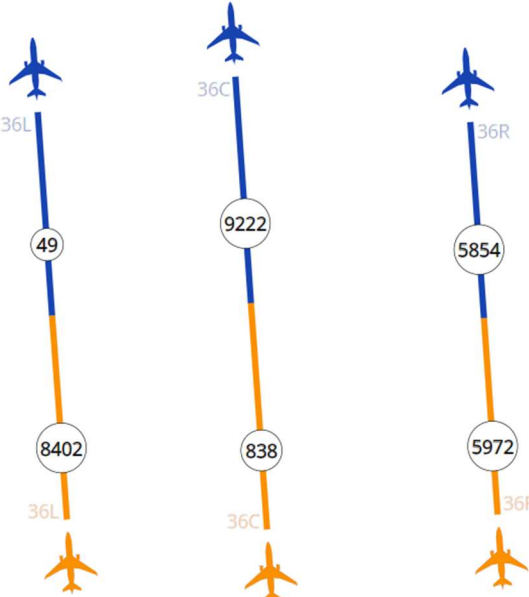
Click to review the updated calendar: <https://bit.ly/CLTCAL2024MAR>

## Additional Items

Matt Reese (CLT Noise Abatement Specialist) wanted to ensure you had his contact information: [Matthew.Reese@cltairport.com](mailto:Matthew.Reese@cltairport.com); office #: 704.359.1978

# Airport Flow Report – March 2024

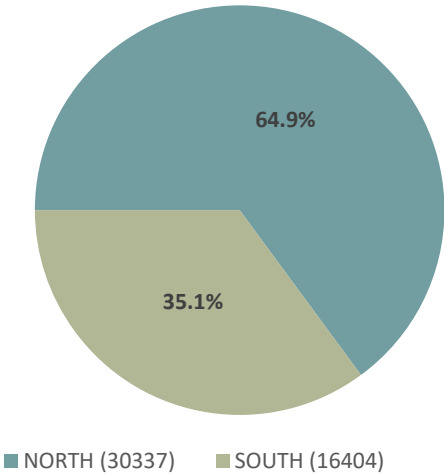
North Flow Runway Utilization



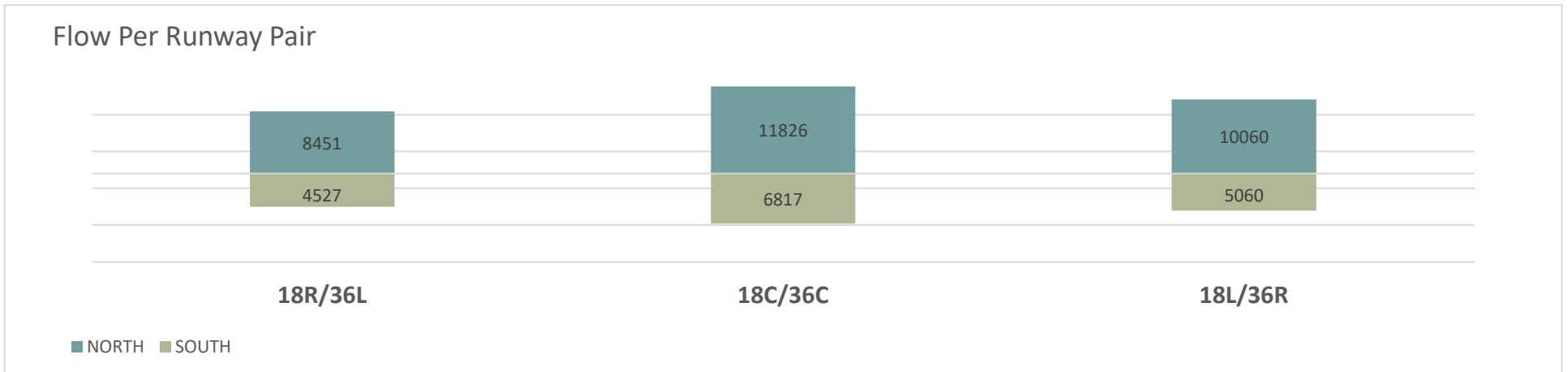
South Flow Runway Utilization



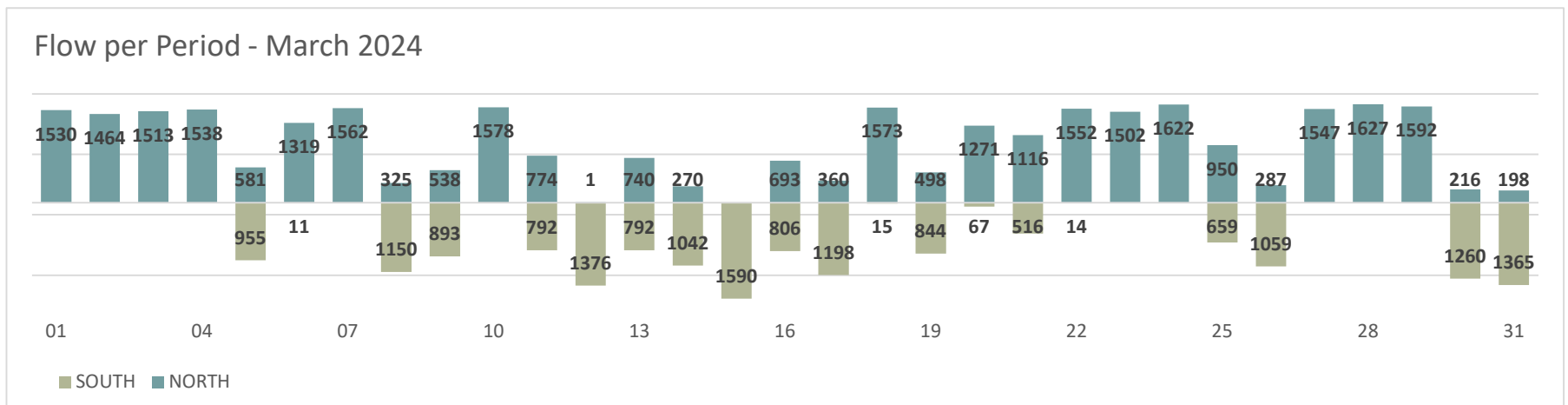
North/South Flow



# Airport Flow Report – March 2024



Above: Operations by runway surface including both arrivals and departures



Above: Airport flow by day



**Monthly Totals & Trends**

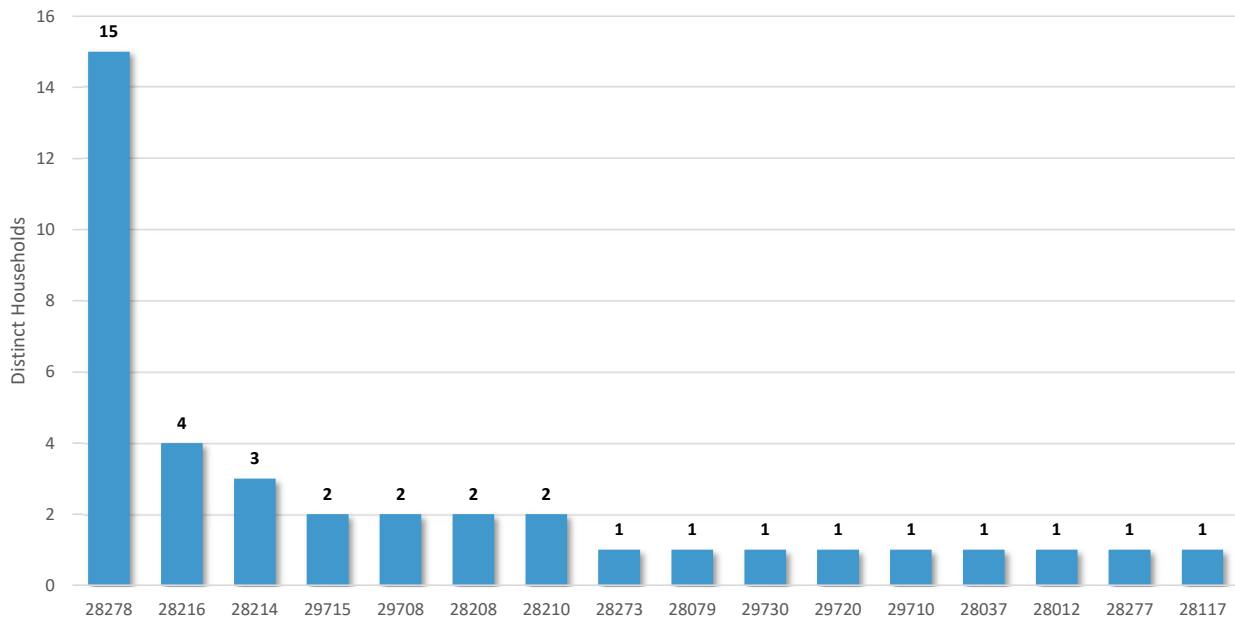
**39**

Households

**1,982**

Complaints

Distinct Households, Ranking by Zip Code

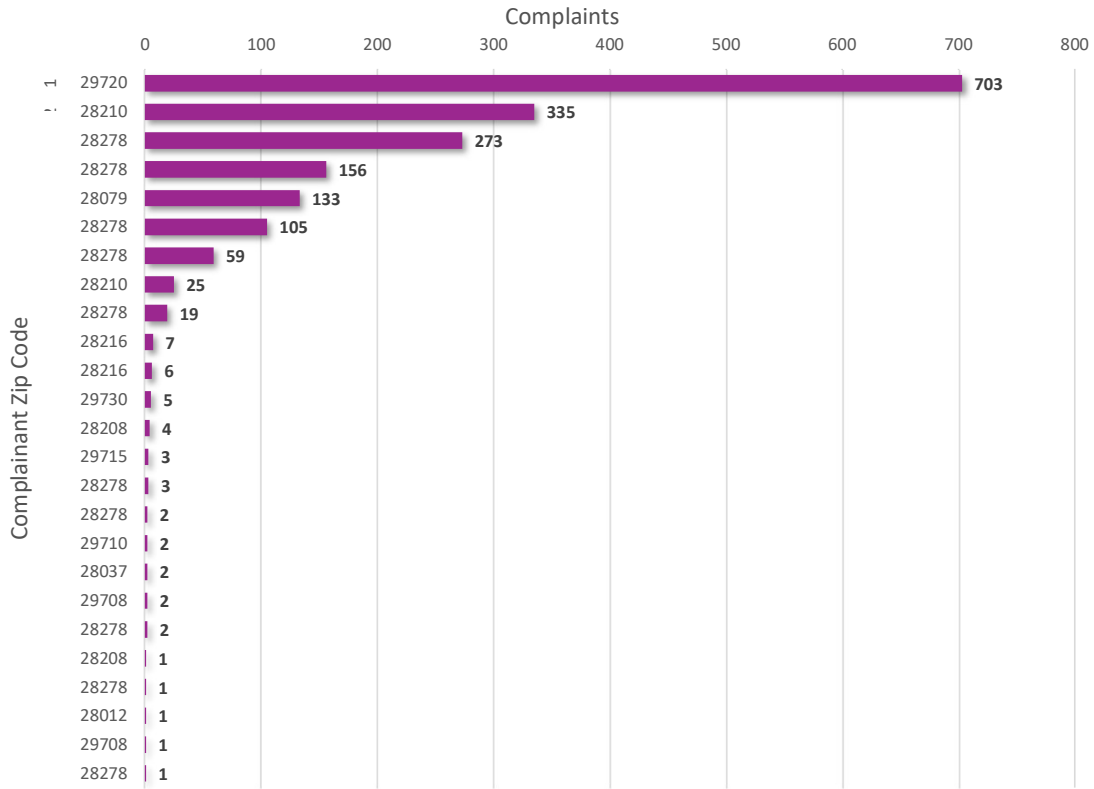


Charlotte Douglas International Airport's March aircraft noise complaints from area residents totaled 1,982 and were generated by 39 distinct households. This represents a 61.3% change in complaints and a -25.0% change in households from the previous month.

The top 25 reporting households generated 1,851 complaints or 93.4% of the monthly total.

Complaints were geographically concentrated in zip codes: 29720 (703), 28278 (626), 28210 (360) and 28079 (133). See Page 3 for a complete list of complaints and the associated number of reporting households.

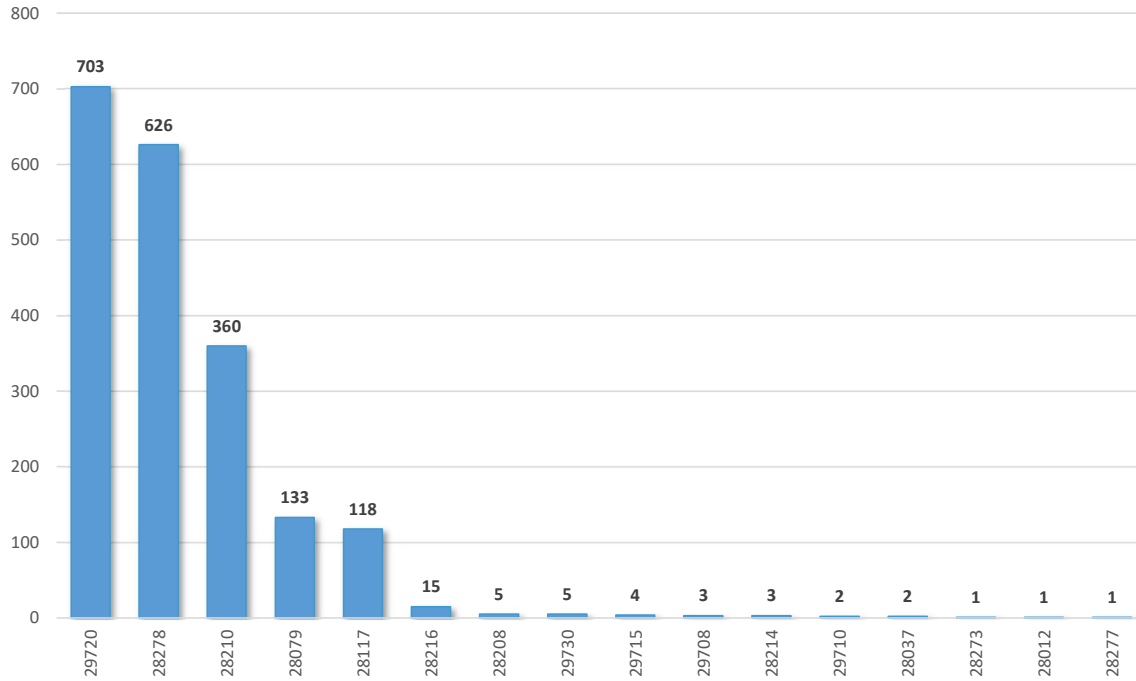
## Complainant Ranking (Top 25)



	RESIDENT FROM	ZIP CODE	COMPLAINTS	PERCENT OF MONTH
1	Lancaster	29720	703	35.5%
2	Charlotte	28210	335	16.9%
3	Charlotte	28278	273	13.8%
4	Charlotte	28278	156	7.9%
5	Indian Trail	28079	133	6.7%
6	Charlotte	28278	105	5.3%
7	Charlotte	28278	59	3.0%
8	Charlotte	28210	25	1.3%
9	Charlotte	28278	19	1.0%
10	Charlotte	28216	7	0.4%
11	Charlotte	28216	6	0.3%
12	Rock Hill	29730	5	0.3%
13	Charlotte	28208	4	0.2%
14	Fort Mill	29715	3	0.2%
15	Charlotte	28278	3	0.2%
16	Charlotte	28278	2	0.1%
17	Clover	29710	2	0.1%
18	Denver	28037	2	0.1%
19	Tega Cay	29708	2	0.1%
20	Charlotte	28278	2	0.1%
21	Charlotte	28208	1	0.1%
22	Charlotte	28278	1	0.1%
23	Belmont	28012	1	0.1%
24	Fort Mill	29708	1	0.1%
25	Charlotte	28278	1	0.1%
	<b>Top 25 Totals</b>		<b>1,851</b>	<b>93.4%</b>

# Complaints This Month

Area Ranking by Zip Code (All)



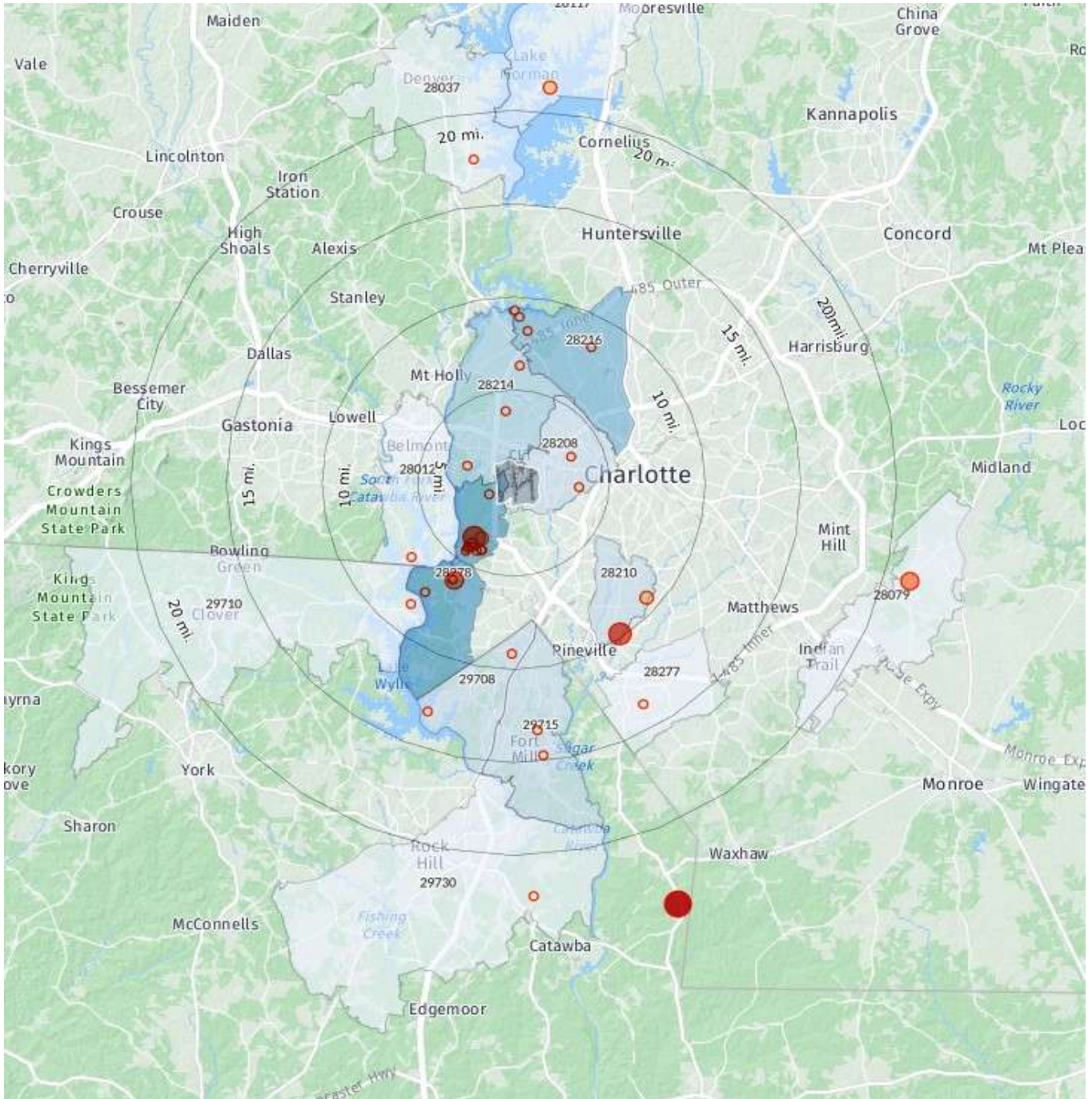
ZIP CODE	CITY	COMPLAINTS	HOUSEHOLDS
29720	Lancaster	703	1
28278	Charlotte	626	15
28210	Charlotte	360	2
28079	Indian Trail	133	1
28117	Mooresville	118	1
28216	Charlotte	15	4
28208	Charlotte	5	2
29730	Rock Hill	5	1
29715	Fort Mill	4	2
29710	Clover	3	2
28214	Charlotte	3	3
29708	Tega Cay	2	1
28037	Denver	2	1
28273	Charlotte	1	1
28012	Belmont	1	1
28277	Charlotte	1	1
<b>Totals</b>		<b>1,982</b>	<b>39</b>



# Complaint Map: March 2024

Distinct Households - 39 / Complaints - 1,982

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.





# Charlotte Douglas International Airport

## Airport Community Roundtable

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

#### Requests for Action

##### ACR Input on Upcoming Project Team Activities (CSS/ACR)

CSS mentioned that, during the week of January 15, they would reach out to ACR members and request ACR support of two of the Project Teams:

- ❖ **Government Engagement Project Team:** The GEPT is seeking support for the February 12 Charlotte City Council meeting. The support could include seeking a volunteer to present to Council, hoping to identify key points to address at the Council meeting, and determining appropriate reach out efforts to Council members before and after that meeting.
- ❖ **Community Engagement Project Team:** Requesting any inputs or suggestions on whether and with which quality of life-oriented organizations the ACR should consider partnering within the community to improve awareness and citizen engagement.

##### Feedback from Part 150 Team on ACR Response Document (CLT/Part 150 Team)

The ACR asked that CLT/the Part 150 team provide a written response to the ACR's comments document submitted to the Part 150 team after the November TAC and Part 150 Public Meetings. The ACR would like the Part 150 team's perspective on its comments as well as more details on the specific concerns for those proposals excluded from the Part 150 process due to safety concerns or feasibility.

Additionally, the ACR requested clarification on why – as noted on Page 2 of the ACR's Response Document – the mix of departures used in the Part 150 analysis was 64% North Flow v. the 58%-59% it had averaged in 2020-23, as noted on the Key Measures report provided by CLT through 9/30/23.

*NOTE: Data through 9/30/23 was the last available as of the time of the development of the Response Document. On the year-end report, the North flow mix was 63.4% in 2019, followed by a range of 55.8%-60.1% in the following 4 years.*

##### HMMH Analysis of Part 150 Proposals Likely to Pass Part 150 Evaluations (CLT/HMMH)

The ACR requested that CLT work with HMMH to identify potential activities to perform relating to the analysis of Part 150 proposals that have a likelihood of being recommended through the Part 150 Process. The analysis would include:

- 1) For Part 150 Proposals (individual recommendations and grouped/collective proposals), have HMMH perform analyses to identify potential effects of changes on aircraft noise for the community.
  - a) Use N70 analysis (and possibly the Level 1/2/3 analysis – comfort/concern/no go).
  - b) Include grid point analysis and the 60x40 mile range as was done on prior analyses.
  - c) Possibly also evaluate effects on 3 Key Areas reviewed with the Slate: Mountain Island Lake, SouthPark, Steele Creek.
  - d) **Special Note:** Since the Part 150 used divergent departure headings different from what the ACR recommended, HMMH could analyze related recommendations using the new headings.
- 2) For Part 150 Proposals (individual recommendations and grouped/collective proposals), have HMMH rerun the ACR member analysis to see the estimated effects of proposals on ACR member locations.

## **Support in Determining How to Address ACR Proposals Excluded from the Part 150 Process (CLT/HMMH)**

There have been several proposals by the ACR excluded from the Part 150 process. There will likely be more excluded as the process continues. The ACR would like CLT's support in defining the best course(s) of action to use on these and other excluded recommendations. The following potential approaches for analyzing/addressing the excluded proposals were shared at the January 2024 ACR meeting:

- ❖ Relating to the following two proposals which have been excluded from the Part 150, evaluate the proposals as they relate to Recommendation #3A, raising waypoints by 1000 feet. Look for whether and when these proposals are complementary to, conflicting with, or otherwise affect Recommendation #3A:
  - *For south flow arrivals along the CHSLY procedure, maintain published altitude of 6,000' at HEELZ*
  - *For south flow arrivals, extend eastern downwind to intercept final approach over main channel of Mountain Island Lake keeping an altitude of 6,000'*
- ❖ Request that CLT analyze North v. South flow mix to determine whether a 50/50 split of departure operations would provide a net noise benefit to the community.
- ❖ Identify those proposals that have been excluded from the Part 150 process that would have a positive effect outside of the 65 DNL contour.
- ❖ Evaluate runway utilization to identify what changes – if any – in runway use could gain a net positive noise effect on the community. For example, would one/more of the following have a positive noise effect:
  - Change the use of particular runways from departure-only to dual purpose or arrival-only.
  - Change the use of arrival-only to dual purpose or departure-only.
  - Change the use of dual purpose runways to arrival-only or departure-only.